

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

RESEARCH AND TECHNOLOGY

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, **[\$13,000,000]** \$14,582,000, of which \$8,218,000 shall remain available until September 30, **[2017]** 2018: *Provided*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training: *Provided further*, That any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall continue to be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-1730-0-1-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Salaries and administrative expenses	6	5	6
0002 Alternative fuels research & development .....	.....	1	.....
0003 Research development & technology coordination	1	1	1
0004 Nationwide differential global positioning system	2	9	6
0005 Positioning navigation & timing	2	2	2
0100 Direct program by activities, subtotal	11	18	15
0799 Total direct obligations	11	18	15
0802 Transportation safety institute	8	25	20
0803 Other programs	1	10	10
0809 Reimbursable program by activities, subtotal	9	35	30
0899 Total reimbursable obligations	9	35	30
0900 Total new obligations	20	53	45
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	8	10	.....
1021 Recoveries of prior year unpaid obligations	2	.....	.....
1050 Unobligated balance (total)	10	10	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	15	13	15
1160 Appropriation, discretionary (total)	15	13	15
Spending authority from offsetting collections, discretionary:			
1700 Collected	11	30	30
1701 Change in uncollected payments, Federal sources	-6	.....	.....
1750 Spending auth from offsetting collections, disc (total)	5	30	30
1900 Budget authority (total)	20	43	45
1930 Total budgetary resources available	30	53	45
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	37	25	11
3010 Obligations incurred, unexpired accounts	20	53	45
3011 Obligations incurred, expired accounts	1	.....	.....
3020 Outlays (gross)	-26	-67	-45
3040 Recoveries of prior year unpaid obligations, unexpired	-2	.....	.....
3041 Recoveries of prior year unpaid obligations, expired	-5	.....	.....
3050 Unpaid obligations, end of year	25	11	11
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-17	-7	-7
3070 Change in uncollected pymts, Fed sources, unexpired	6	.....	.....
3071 Change in uncollected pymts, Fed sources, expired	4	.....	.....
3090 Uncollected pymts, Fed sources, end of year	-7	-7	-7
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	20	18	4
3200 Obligated balance, end of year	18	4	4
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	20	43	45

Outlays, gross:			
4010 Outlays from new discretionary authority	16	42	44
4011 Outlays from discretionary balances	10	25	1
4020 Outlays, gross (total)	26	67	45
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-9	-30	-30
4033 Non-Federal sources	-2	.....	.....
4040 Offsets against gross budget authority and outlays (total)	-11	-30	-30
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	6	.....	.....
4070 Budget authority, net (discretionary)	15	13	15
4080 Outlays, net (discretionary)	15	37	15
4180 Budget authority, net (total)	15	13	15
4190 Outlays, net (total)	15	37	15

The Office of the Assistant Secretary for Research and Technology is responsible for facilitating and reviewing the Department's research, development, and technology portfolio as well as enhancing the data collection and statistical analysis programs to support data-driven decision-making. The Office of the Assistant Secretary for Research and Technology is also responsible for Positioning, Navigation, and Timing (PNT) technology, PNT policy coordination, and spectrum management, and it is the program manager for the Nationwide Differential Global Positioning System.

The Office of the Assistant Secretary for Research and Technology oversees and provides direction to the following programs and activities:

The Bureau of Transportation Statistics (BTS) manages and shares statistical knowledge and information on the Nation's transportation systems, including statistics on freight movement, geospatial transportation information, and transportation economics. BTS is funded by an allocation from the Federal Highway Administration's Federal-Aid Highways account.

The Intelligent Transportation Systems (ITS) Joint Program Office facilitates the deployment of technology to enhance the safety, efficiency, convenience, and environmental sustainability of surface transportation. The ITS program carries out its goals through research and development, operational testing, technology transfer, training, and technical guidance. The ITS Research Program is currently funded through the Federal Highway Administration.

The University Transportation Centers (UTC) advance U.S. technology and expertise in many transportation-related disciplines through grants for transportation education, research, and technology transfer at university-based centers of excellence. The UTC Program funding is provided to the Office of the Assistant Secretary for Research and Technology through an allocation from the Federal Highway Administration.

The John A. Volpe National Transportation Systems Center (Cambridge, MA) provides expertise in research, analysis, technology deployment, and other technical knowledge to the Department of Transportation (DOT) and non-DOT customers on specific transportation system projects or issues on a fee-for-service basis.

The Transportation Safety Institute (Oklahoma City, OK) develops and conducts safety, security, and environmental training, products, and services for both the public and private sector on a fee-for-service and tuition basis.

Object Classification (in millions of dollars)

Identification code 069-1730-0-1-407	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	3	2	3
12.1 Civilian personnel benefits	1	1	1
23.1 Rental payments to GSA	1	1	1
25.3 Other goods and services from Federal sources	6	14	10
99.0 Direct obligations	11	18	15
99.0 Reimbursable obligations	9	35	30
99.9 Total new obligations	20	53	45

RESEARCH AND TECHNOLOGY—Continued

Employment Summary

Identification code 069–1730–0–1–407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	27	21	20
2001 Reimbursable civilian full-time equivalent employment	40	50	50
3001 Allocation account civilian full-time equivalent employment	61	75	75

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, **1** \$105,000,000, of which not to exceed \$2,696,000 shall be available for the immediate Office of the Secretary; not to exceed \$1,011,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$19,900,000 shall be available for the Office of the General Counsel; not to exceed \$9,800,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed \$12,500,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,500,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$25,365,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$2,000,000 shall be available for the Office of Public Affairs; not to exceed \$1,714,000 shall be available for the Office of the Executive Secretariat; not to exceed \$1,414,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$10,600,000 shall be available for the Office of Intelligence, Security, and Emergency Response; and not to exceed \$15,500,000 shall be available for the Office of the Chief Information Officer: *Provided*, That the Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided further*, That no appropriation for any office shall be increased or decreased by more than 5 percent by all such transfers: *Provided further*, That notice of any change in funding greater than 5 percent shall be submitted for approval to the House and Senate Committees on Appropriations: **1** \$113,657,000: *Provided [further]*, That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: *Provided further*, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107–71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees: *Provided further*, That none of the funds provided in this Act shall be available for the position of Assistant Secretary for Public Affairs. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069–0102–0–1–407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 General administration	103	109	117
0002 SCASDP grants	10	8	.....
0003 Relocate Production Servers	2	.....	.....
0100 Subtotal Direct Obligations	115	117	117
0799 Total direct obligations	115	117	117
0801 Salaries and Expenses (Reimbursable)	5	9	9
0900 Total new obligations	120	126	126
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	14	11	1
1012 Unobligated balance transfers between expired and unexpired accounts	2	.....	.....
1021 Recoveries of prior year unpaid obligations	3	.....	.....
1050 Unobligated balance (total)	19	11	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	107	105	114
1160 Appropriation, discretionary (total)	107	105	114
Spending authority from offsetting collections, discretionary:			
1700 Collected	12	11	12
1750 Spending auth from offsetting collections, disc (total)	12	11	12
1900 Budget authority (total)	119	116	126
1930 Total budgetary resources available	138	127	127
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	–7

1941	Unexpired unobligated balance, end of year	11	1	1
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Change in obligated balance:

Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	36	46	22
3010	Obligations incurred, unexpired accounts	120	126	126
3011	Obligations incurred, expired accounts	1	.....	.....
3020	Outlays (gross)	–106	–150	–125
3040	Recoveries of prior year unpaid obligations, unexpired	–3	.....	.....
3041	Recoveries of prior year unpaid obligations, expired	–2	.....	.....
3050	Unpaid obligations, end of year	46	22	23
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	36	46	22
3200	Obligated balance, end of year	46	22	23

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	119	116	126
Outlays, gross:				
4010	Outlays from new discretionary authority	93	106	115
4011	Outlays from discretionary balances	13	44	10
4020	Outlays, gross (total)	106	150	125
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–10	–9	–10
4033	Non-Federal sources	–2	–2	–2
4040	Offsets against gross budget authority and outlays (total)	–12	–11	–12
4070	Budget authority, net (discretionary)	107	105	114
4080	Outlays, net (discretionary)	94	139	113
4180	Budget authority, net (total)	107	105	114
4190	Outlays, net (total)	94	139	113

The Office of the Secretary is responsible for the overall planning, coordination, and administration of the Department's programs. Funding supports the Secretary, Deputy Secretary, Under Secretary for Policy, Secretarial Officers, and their immediate staffs, who provide federal transportation policy development and guidance, institutional and public liaison activities, and other program support to ensure effective management and operation of the Department.

Object Classification (in millions of dollars)

Identification code 069–0102–0–1–407		2014 actual	2015 est.	2016 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	41	49	55
11.3	Other than full-time permanent	4	4	4
11.5	Other personnel compensation	1	1	1
		<hr/>	<hr/>	<hr/>
11.9	Total personnel compensation	46	54	60
12.1	Civilian personnel benefits	13	15	17
21.0	Travel and transportation of persons	1	1	1
23.1	Rental payments to GSA	9	9	9
25.2	Other services from non-Federal sources	12	10	10
25.3	Other goods and services from Federal sources	22	19	20
31.0	Equipment	2	1	.....
41.0	Grants, subsidies, and contributions	10	8	.....
		<hr/>	<hr/>	<hr/>
99.0	Direct obligations	115	117	117
99.0	Reimbursable obligations	5	9	9
		<hr/>	<hr/>	<hr/>
99.9	Total new obligations	120	126	126

Employment Summary

Identification code 069–0102–0–1–407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	394	465	510
2001 Reimbursable civilian full-time equivalent employment	15	28	28

INFRASTRUCTURE PERMITTING CENTER

For necessary expenses to establish and implement an Interagency Infrastructure Permitting Improvement Center that will develop and implement reforms for the permitting and review of major infrastructure projects and develop and deploy information technology tools to track project schedules and metrics and improve the transparency and accountability of the permitting process, \$4,000,000, to remain

available until expended: *Provided*, That there may be credited to this appropriation, to be available until expended, amounts collected from other Federal agencies for expenses incurred under this heading.

Program and Financing (in millions of dollars)

Identification code 069–0126–0–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Infrastructure Permitting Center (Direct)			4
0900 Total new obligations			4
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			4
1160 Appropriation, discretionary (total)			4
1930 Total budgetary resources available			4
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			4
3020 Outlays (gross)			–4
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			4
Outlays, gross:			
4010 Outlays from new discretionary authority			4
4180 Budget authority, net (total)			4
4190 Outlays, net (total)			4

This appropriation provides funds to establish and operate an Interagency Infrastructure Permitting Improvement Center. The Center will develop and implement reforms for the permitting and review of major infrastructure projects and develop and deploy information technology tools to track project schedules and metrics and improve the transparency and accountability of the permitting process.

Object Classification (in millions of dollars)

Identification code 069–0126–0–1–401	2014 actual	2015 est.	2016 est.
25.2 Direct obligations: Other services from non-Federal sources			3
99.5 Below reporting threshold			1
99.9 Total new obligations			4

Employment Summary

Identification code 069–0126–0–1–401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment			4

NATIONAL INFRASTRUCTURE INVESTMENTS

For capital investments in surface transportation infrastructure, \$500,000,000, to remain available through September 30, 2017: *Provided*, That the Secretary of Transportation shall distribute funds provided under this heading as discretionary grants to be awarded to a State, local government, transit agency, or a collaboration among such entities on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region: *Provided further*, That projects eligible for funding provided under this heading shall include, but not be limited to, highway or bridge projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code; passenger and freight rail transportation projects; and port infrastructure investments (including inland port infrastructure): *Provided further*, That the Secretary may use up to 20 percent of the funds made available under this heading for the purpose of paying the subsidy and administrative costs of projects eligible for Federal credit assistance under chapter 6 of title 23, United States Code, if the Secretary finds that such use of the funds would advance the purposes of this paragraph: *Provided further*, That in distributing funds provided under this heading, the Secretary shall take such measures so as to ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and the investment in a variety of transportation modes: *Provided further*, That a grant funded under this

heading shall be not less than \$10,000,000 and not greater than \$200,000,000: *Provided further*, That not more than 25 percent of the funds made available under this heading may be awarded to projects in a single State: *Provided further*, That the Federal share of the costs for which an expenditure is made under this heading shall be, at the option of the recipient, up to 80 percent: *Provided further*, That the Secretary shall give priority to projects that require a contribution of Federal funds in order to complete an overall financing package: *Provided further*, That not less than 20 percent of the funds provided under this heading shall be for projects located in rural areas: *Provided further*, That for projects located in rural areas, the minimum grant size shall be \$1,000,000 and the Secretary may increase the Federal share of costs above 80 percent: *Provided further*, That projects conducted using funds provided under this heading must comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code: *Provided further*, That the Secretary shall conduct a new competition to select the grants and credit assistance awarded under this heading: *Provided further*, That the Secretary may retain up to \$20,000,000 of the funds provided under this heading, and may transfer portions of those funds to the Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration and the Federal Maritime Administration, to fund the award and oversight of grants and credit assistance made under the National Infrastructure Investments program. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069–0143–0–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 National Infrastructure Investments Grants	462	1,064	
0002 Award & Oversight	10	11	15
0900 Total new obligations	472	1,075	15
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	473	599	24
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	600	500	
1160 Appropriation, discretionary (total)	600	500	
1900 Budget authority (total)	600	500	
1930 Total budgetary resources available	1,073	1,099	24
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	–2		
1941 Unexpired unobligated balance, end of year	599	24	9
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,158	1,215	1,826
3010 Obligations incurred, unexpired accounts	472	1,075	15
3020 Outlays (gross)	–414	–464	–516
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	1,215	1,826	1,325
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,158	1,215	1,826
3200 Obligated balance, end of year	1,215	1,826	1,325
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	600	500	
Outlays, gross:			
4011 Outlays from discretionary balances	414	464	516
4180 Budget authority, net (total)	600	500	
4190 Outlays, net (total)	414	464	516

The Office of the Secretary's (OST) National Infrastructure Investments program, also known as the Transportation Generating Economic Recovery (TIGER) program, provides funding for grant awards or credit assistance on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region. No funds are requested in this account for FY 2016. The Administration is proposing funding for this program within the multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new National Infrastructure Investments Trust Fund account that would be funded from the Multimodal Account of the Transportation Trust Fund.

NATIONAL INFRASTRUCTURE INVESTMENTS—Continued

Object Classification (in millions of dollars)

Identification code 069-0143-0-1-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.1 Advisory and assistance services	3	3	3
99.0 Direct obligations	4	4	4
Allocation Account - direct:			
11.1 Personnel compensation: Full-time permanent	1	2	2
25.2 Other services from non-Federal sources	4	5	9
41.0 Grants, subsidies, and contributions	462	1,064	.....
99.0 Allocation account - direct	467	1,071	11
99.5 Below reporting threshold	1	.....	.....
99.9 Total new obligations	472	1,075	15

Employment Summary

Identification code 069-0143-0-1-401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	6	10	10

NATIONAL INFRASTRUCTURE INVESTMENTS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-0143-7-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-500	.....
1160 Appropriation, discretionary (total)	-500	.....
Appropriations, mandatory:			
1200 Appropriation	500	509
1260 Appropriations, mandatory (total)	500	509
1900 Budget authority (total)	509
1930 Total budgetary resources available	509
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	509
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-500	.....
Outlays, gross:			
4011 Outlays from discretionary balances	-464	-516
Mandatory:			
4090 Budget authority, gross	500	509
Outlays, gross:			
4101 Outlays from mandatory balances	464	516
4180 Budget authority, net (total)	509

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 enacted and baseline budget authority and outlays as mandatory, for comparability purposes; and to calculate the spending increase above the baseline subject to PAYGO.

NATIONAL INFRASTRUCTURE INVESTMENTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-0143-9-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-600	.....	.....
1160 Appropriation, discretionary (total)	-600	.....	.....
Appropriations, mandatory:			
1200 Appropriation	600	.....	.....

1260 Appropriations, mandatory (total)	600	.....	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-600	.....	.....
Outlays, gross:			
4011 Outlays from discretionary balances	-414	.....	.....
Mandatory:			
4090 Budget authority, gross	600	.....	.....
Outlays, gross:			
4101 Outlays from mandatory balances	414	.....	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 actual budget authority and outlays as mandatory, for comparability purposes.

NATIONAL INFRASTRUCTURE INVESTMENTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-0143-4-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	-510
1260 Appropriations, mandatory (total)	-510
1930 Total budgetary resources available	-510
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	-510
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	-510
4180 Budget authority, net (total)	-510

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 069-4522-0-4-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0801 Working Capital Fund, Volpe National Transportation Systems Cent (Reimbursable)	330	260	260
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	286	283	283
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	314	260	260
1701 Change in uncollected payments, Federal sources	13	.....	.....
1750 Spending auth from offsetting collections, disc (total)	327	260	260
1930 Total budgetary resources available	613	543	543
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	283	283	283
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	145	154	.....
3010 Obligations incurred, unexpired accounts	330	260	260
3020 Outlays (gross)	-321	-414	-260
3050 Unpaid obligations, end of year	154	.....	.....
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-86	-99	-99

3070	Change in uncollected pymts, Fed sources, unexpired	-13		
3090	Uncollected pymts, Fed sources, end of year	-99	-99	-99
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	59	55	-99
3200	Obligated balance, end of year	55	-99	-99
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	327	260	260
Outlays, gross:				
4010	Outlays from new discretionary authority	213	260	260
4011	Outlays from discretionary balances	108	154	
4020	Outlays, gross (total)	321	414	260
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-307	-260	-260
4033	Non-Federal sources	-7		
4040	Offsets against gross budget authority and outlays (total)	-314	-260	-260
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	-13		
4080	Outlays, net (discretionary)	7	154	
4190	Outlays, net (total)	7	154	

The Working Capital Fund finances multidisciplinary research, evaluation, analytical and related activities undertaken at the Volpe Transportation Systems Center (Volpe Center) in Cambridge, MA. The fund is financed through negotiated agreements with other offices within the Office of the Secretary, Departmental operating administrations and other governmental elements requiring the Center's capabilities. These agreements also define the activities undertaken at the Volpe Center.

Object Classification (in millions of dollars)

Identification code 069-4522-0-4-407	2014 actual	2015 est.	2016 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	52	52	52
11.3 Other than full-time permanent	5	3	3
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	58	56	56
12.1 Civilian personnel benefits	17	14	14
21.0 Travel and transportation of persons	4	4	4
23.3 Communications, utilities, and miscellaneous charges	3	6	6
25.2 Other services from non-Federal sources	24	63	63
25.3 Other goods and services from Federal sources		1	1
25.4 Operation and maintenance of facilities	5	5	5
25.5 Research and development contracts	202	98	98
25.7 Operation and maintenance of equipment		1	1
26.0 Supplies and materials	1	1	1
31.0 Equipment	15	8	8
32.0 Land and structures	1	3	3
99.9 Total new obligations	330	260	260

Employment Summary

Identification code 069-4522-0-4-407	2014 actual	2015 est.	2016 est.
2001 Reimbursable civilian full-time equivalent employment	548	532	532

SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE TRANSPORTATION SYSTEM, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069-0106-0-1-401	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	278	187	8
3020 Outlays (gross)	-90	-179	
3041 Recoveries of prior year unpaid obligations, expired	-1		
3050 Unpaid obligations, end of year	187	8	8
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	278	187	8

3200 Obligated balance, end of year	187	8	8
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	90	179	
4190 Outlays, net (total)	90	179	

This American Recovery and Reinvestment Act of 2009 program provided funding for grant awards to State and local governments or transit agencies on a competitive basis for capital investments in surface transportation infrastructure resulting in a significant impact on the Nation, a metropolitan area or a region. Of the amount appropriated, not to exceed \$200,000,000 could be used to pay the subsidy and administrative costs of projects eligible for federal credit assistance under U.S.C. 23 Chapter 6, the Transportation Infrastructure Finance and Innovation Act. No funding is requested for this program in FY 2016.

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems and re-engineering business processes, \$5,000,000, to remain available through September 30, [2016] 2017. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-0116-0-1-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Financial management capital	12	9	5
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7	4	
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	9	4	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	7	5	5
1160 Appropriation, discretionary (total)	7	5	5
1900 Budget authority (total)	7	5	5
1930 Total budgetary resources available	16	9	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2		1
3010 Obligations incurred, unexpired accounts	12	9	5
3020 Outlays (gross)	-12	-8	-5
3040 Recoveries of prior year unpaid obligations, unexpired	-2		
3050 Unpaid obligations, end of year		1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2		1
3200 Obligated balance, end of year		1	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	7	5	5
Outlays, gross:			
4010 Outlays from new discretionary authority	7	4	4
4011 Outlays from discretionary balances	5	4	1
4020 Outlays, gross (total)	12	8	5
4180 Budget authority, net (total)	7	5	5
4190 Outlays, net (total)	12	8	5

This appropriation provides funds to upgrade the commercial software used for DOT's core financial system. This effort will improve system security, enhance financial reporting capabilities, and position DOT to provide shared services across the Government.

FINANCIAL MANAGEMENT CAPITAL—Continued

Object Classification (in millions of dollars)

Identification code 069-0116-0-1-407	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.2 Other services from non-Federal sources	9	9	5
31.0 Equipment	3		
99.9 Total new obligations	12	9	5

DATA ACT COMPLIANCE

For necessary expenses to support the Department's activities related to the implementation of the Digital Accountability and Transparency Act (DATA Act; Public Law 113-101), \$3,000,000, to include changes in business processes, workforce, or information technology to support high quality, transparent Federal spending information: Provided, That such amount is available only to supplement and not supplant existing DATA Act activities; Provided further, That portions of such amount may be transferred to the Department's Operating Administrations for DATA Act implementation activities.

Program and Financing (in millions of dollars)

Identification code 069-0668-0-1-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Direct program activity			3
0900 Total new obligations (object class 25.2)			3

Budgetary resources:

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			3
1160 Appropriation, discretionary (total)			3
1930 Total budgetary resources available			3

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			3
3020 Outlays (gross)			-2
3050 Unpaid obligations, end of year			1
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross			3
Outlays, gross:			
4010 Outlays from new discretionary authority			2
4180 Budget authority, net (total)			3
4190 Outlays, net (total)			2

This appropriation provides funding to assist the Department of Transportation in meeting the requirements of the Digital Accountability and Transparency Act of 2014 (DATA Act), including disclosure of all Federal spending and standardization of spending data.

U.S. DIGITAL SERVICES

For necessary expenses for the salaries and expenses, and other operational costs necessary to establish and deploy a Digital Service team, to be used to improve and ensure the continued efficiency and effectiveness in the implementation of the Department's digital services for high-priority, high-impact program areas, \$9,000,000, to remain available until September 30, 2017.

Program and Financing (in millions of dollars)

Identification code 069-0665-0-1-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Digital Services			9

Budgetary resources:

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			9
1160 Appropriation, discretionary (total)			9
1930 Total budgetary resources available			9

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			9
3020 Outlays (gross)			-8
3050 Unpaid obligations, end of year			1
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross			9
Outlays, gross:			
4010 Outlays from new discretionary authority			8
4180 Budget authority, net (total)			9
4190 Outlays, net (total)			8

This appropriation will fund a Digital Services team that will focus on transforming the Department of Transportation's digital services having the greatest impact on citizens and businesses so they are easier to use and more cost-effective to build and maintain. These digital services experts will bring to bear private sector best practices in the disciplines of design, software engineering, and product management on the Department's most important services.

Object Classification (in millions of dollars)

Identification code 069-0665-0-1-407	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			5
12.1 Civilian personnel benefits			2
25.1 Advisory and assistance services			2
99.9 Total new obligations			9

Employment Summary

Identification code 069-0665-0-1-407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment			41

CYBER SECURITY INITIATIVES

For necessary expenses for cyber security initiatives, including necessary upgrades to wide area network and information technology infrastructure, improvement of network perimeter controls and identity management, testing and assessment of information technology against business, security, and other requirements, implementation of Federal cyber security initiatives and information infrastructure enhancements, implementation of enhanced security controls on network devices, and enhancement of cyber security workforce training tools, \$5,000,000 \$8,000,000, to remain available through September 30, 2016 2017. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069-0159-0-1-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Cyber Security Initiatives (Direct)	9	8	8
0100 Direct program activities, subtotal	9	8	8

Budgetary resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	8	3	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	4	5	8
1160 Appropriation, discretionary (total)	4	5	8

1930	Total budgetary resources available	12	8	8
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	3		
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	5	4	8
3010	Obligations incurred, unexpired accounts	9	8	8
3020	Outlays (gross)	-10	-4	-1
3050	Unpaid obligations, end of year	4	8	15
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	5	4	8
3200	Obligated balance, end of year	4	8	15
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	4	5	8
Outlays, gross:				
4010	Outlays from new discretionary authority			1
4011	Outlays from discretionary balances	10	4	
4020	Outlays, gross (total)	10	4	1
4180	Budget authority, net (total)	4	5	8
4190	Outlays, net (total)	10	4	1

This appropriation will fund cyber security initiatives, including necessary upgrades to the wide area network and information technology infrastructure. The funding will support key program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department of Transportation network and reduce the risk of security breaches.

Object Classification (in millions of dollars)

Identification code 069-0159-0-1-407		2014 actual	2015 est.	2016 est.
Direct obligations:				
23.3	Communications, utilities, and miscellaneous charges	2	3	4
25.1	Advisory and assistance services	1	.....	.....
25.7	Operation and maintenance of equipment	2	3	2
31.0	Equipment	4	2	2
99.9	Total new obligations	9	8	8

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$9,600,000]** \$9,678,000. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069-0118-0-1-407		2014 actual	2015 est.	2016 est.
Obligations by program activity:				
0001	Office of Civil Rights	8	10	10
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1		1	
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	10	10	10
1160	Appropriation, discretionary (total)	10	10	10
1930	Total budgetary resources available	10	11	10
Memorandum (non-add) entries:				
1940	Unobligated balance expiring	-1	-1	
1941	Unexpired unobligated balance, end of year	1		
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	2	2	2
3010	Obligations incurred, unexpired accounts	8	10	10
3020	Outlays (gross)	-8	-10	-10
3050	Unpaid obligations, end of year	2	2	2
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	2	2	2
3200	Obligated balance, end of year	2	2	2

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	10	10	10
Outlays, gross:				
4010	Outlays from new discretionary authority	7	9	9
4011	Outlays from discretionary balances	1	1	1
		<hr/>	<hr/>	<hr/>
4020	Outlays, gross (total)	8	10	10
4180	Budget authority, net (total)	10	10	10
4190	Outlays, net (total)	8	10	10

The Office of Civil Rights provides Department-wide leadership for all civil rights activities, including employment opportunity and enforcement of laws and regulations that prohibit discrimination in the financing and operation of transportation programs with Federal resources. The office also is responsible for non-discrimination policy development, analysis, coordination and compliance, promotes an organizational culture that values workforce diversity, and handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 069-0118-0-1-407		2014 actual	2015 est.	2016 est.
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	4	5	5
12.1	Civilian personnel benefits	1	1	1
25.2	Other services from non-Federal sources	3	4	4
99.9	Total new obligations	8	10	10

Employment Summary

Identification code 069-0118-0-1-407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	39	53	53

[MINORITY BUSINESS OUTREACH] SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH

For necessary expenses [of Minority Business Resource Center outreach] for small and disadvantaged business utilization and outreach activities, **[\$3,099,000]** \$4,518,000, to remain available until September 30, **[2016]** 2017: Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069-0119-0-1-407		2014 actual	2015 est.	2016 est.
Obligations by program activity:				
0001	Minority business outreach	3	3	5
0002	Bonding Assistance Program	1	6	.....
0900	Total new obligations	4	9	5
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	8	7	1
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	3	3	5
1160	Appropriation, discretionary (total)	3	3	5
1930	Total budgetary resources available	11	10	6
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	7	1	1
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	2	3	.....
3010	Obligations incurred, unexpired accounts	4	9	5
3020	Outlays (gross)	-3	-12	-4
3050	Unpaid obligations, end of year	3	.....	1
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	2	3	.....
3200	Obligated balance, end of year	3	.....	1

SMALL AND DISADVANTAGED BUSINESS UTILIZATION AND OUTREACH—Continued
Program and Financing—Continued

Identification code 069–0119–0–1–407	2014 actual	2015 est.	2016 est.
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	3	3	5
Outlays, gross:			
4010 Outlays from new discretionary authority		3	4
4011 Outlays from discretionary balances	3	9	.....
4020 Outlays, gross (total)	3	12	4
4180 Budget authority, net (total)	3	3	5
4190 Outlays, net (total)	3	12	4

This appropriation includes funding for the Office of Small and Disadvantaged Business Utilization, formerly funded in the Salaries and Expenses appropriation, and for outreach activities, formerly funded in the Minority Business Outreach appropriation. Funding is used to ensure that: (1) the small and disadvantaged business policies and programs of the Secretary of Transportation are developed and implemented throughout the Department in a fair, efficient, and effective manner, and (2) effective outreach activities are in place to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts resulting from transportation-related Federal support.

Object Classification (in millions of dollars)

Identification code 069–0119–0–1–407	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent		1	2
41.0 Grants, subsidies, and contributions	3	7	2
99.0 Direct obligations	3	8	4
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	4	9	5

Employment Summary

Identification code 069–0119–0–1–407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	3	4	13

SAFE TRANSPORT OF OIL

For the Office of the Secretary, to support multi-modal prevention and response activities associated with the safe transportation of energy products, \$5,000,000, to remain available through September 30, 2017: Provided, That such funds shall be available to support additional personnel and administrative costs, research and data analysis, economic analysis, training and outreach, and testing in the highest risk areas; Departmental oversight and coordination activities; and emergency response activities in the event of an incident involving transportation of energy products, as determined by the Secretary of Transportation.

Program and Financing (in millions of dollars)

Identification code 069–1772–0–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Safe Transport of Oil			5
0900 Total new obligations (object class 25.1)			5
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			5
1160 Appropriation, discretionary (total)			5
1930 Total budgetary resources available			5
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			5

3020 Outlays (gross)			–3
3050 Unpaid obligations, end of year			2
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			2

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross			5
Outlays, gross:			
4010 Outlays from new discretionary authority			3
4180 Budget authority, net (total)			5
4190 Outlays, net (total)			3

This appropriation provides funding to support the Office of the Secretary of Transportation's oversight and coordination of multi-modal prevention and response activities associated with the safe transportation of energy products.

NEW HEADQUARTERS BUILDING

Program and Financing (in millions of dollars)

Identification code 069–0147–0–1–407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 New Headquarters Building	2		
0900 Total new obligations	2		
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1		
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	2		
1930 Total budgetary resources available	2		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	
3010 Obligations incurred, unexpired accounts	2		
3020 Outlays (gross)	–1	–1	
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	
3200 Obligated balance, end of year	1		

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1	1	
4190 Outlays, net (total)	1	1	

This appropriation financed the costs for the new Department of Transportation headquarters, which consolidated all operating administrations headquarters functions (except FAA) from various locations into a single state-of-the-art, efficient leased building in the District of Columbia. No funding is requested for this program in 2016.

Object Classification (in millions of dollars)

Identification code 069–0147–0–1–407	2014 actual	2015 est.	2016 est.
31.0 Direct obligations: Equipment	1		
99.5 Below reporting threshold	1		
99.9 Total new obligations	2		

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, **[\$6,000,000]** \$10,019,000. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069–0142–0–1–407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Transportation policy and planning	8	11	13
0002 Safe skies	1		
0100 Total direct program	9	11	13
0799 Total direct obligations	9	11	13
0801 Reimbursable program activity	1	1	
0900 Total new obligations	10	12	13
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	8	3
1011 Unobligated balance transfer from other acct [072–1037]	1		
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	13	8	3
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	7	6	10
1131 Unobligated balance of appropriations permanently reduced	–3		
1160 Appropriation, discretionary (total)	4	6	10
Spending authority from offsetting collections, discretionary:			
1700 Collected		1	
1701 Change in uncollected payments, Federal sources	1		
1750 Spending auth from offsetting collections, disc (total)	1	1	
1900 Budget authority (total)	5	7	10
1930 Total budgetary resources available	18	15	13
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	8	3	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	7	6	2
3010 Obligations incurred, unexpired accounts	10	12	13
3020 Outlays (gross)	–9	–16	–7
3040 Recoveries of prior year unpaid obligations, unexpired	–2		
3050 Unpaid obligations, end of year	6	2	8
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–1	–2	–2
3070 Change in uncollected pymts, Fed sources, unexpired	–1		
3090 Uncollected pymts, Fed sources, end of year	–2	–2	–2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6	4	
3200 Obligated balance, end of year	4		6
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	5	7	10
Outlays, gross:			
4010 Outlays from new discretionary authority	5	3	4
4011 Outlays from discretionary balances	4	13	3
4020 Outlays, gross (total)	9	16	7
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources		–1	
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	–1		
4070 Budget authority, net (discretionary)	4	6	10
4080 Outlays, net (discretionary)	9	15	7
4180 Budget authority, net (total)	4	6	10
4190 Outlays, net (total)	9	15	7

Object Classification (in millions of dollars)

Identification code 069–0142–0–1–407	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	4	4	4
12.1 Civilian personnel benefits	1	1	1
25.1 Advisory and assistance services	3	3	3
25.2 Other services from non-Federal sources		2	4
25.3 Other goods and services from Federal sources	1	1	1
99.0 Direct obligations	9	11	13
99.0 Reimbursable obligations	1	1	
99.9 Total new obligations	10	12	13

Employment Summary

Identification code 069–0142–0–1–407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	26	27	32

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND**Program and Financing** (in millions of dollars)

Identification code 069–5423–0–2–402	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Essential air service and rural airport improvement	82	106	102
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	40	32
Budget authority:			
Appropriations, mandatory:			
1221 Appropriations transferred from other acct [069–5422]	128	106	102
1232 Appropriations and/or unobligated balance of appropriations temporarily reduced	–9	–8	
1260 Appropriations, mandatory (total)	119	98	102
1930 Total budgetary resources available	122	138	134
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	40	32	32
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	17	28	3
3010 Obligations incurred, unexpired accounts	82	106	102
3020 Outlays (gross)	–71	–131	–103
3050 Unpaid obligations, end of year	28	3	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	17	28	3
3200 Obligated balance, end of year	28	3	2
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	119	98	102
Outlays, gross:			
4100 Outlays from new mandatory authority	59	64	61
4101 Outlays from mandatory balances	12	67	42
4110 Outlays, gross (total)	71	131	103
4180 Budget authority, net (total)	119	98	102
4190 Outlays, net (total)	71	131	103

This appropriation finances research and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies and the coordination of national-level transportation planning. Funding also supports departmental leadership in areas such as regulatory modernization, energy conservation, environmental and safety impacts of transportation, aviation economic policy and international transportation issues. The program activities include contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms.

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration (FAA) to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service (EAS) program and rural airport improvements. In addition, the FAA Modernization and Reauthorization Act (P.L. 112–95) requires that, in any fiscal year, overflight fees collected in excess of \$50 million will be available to carry out the EAS program.

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND—Continued

Object Classification (in millions of dollars)

Identification code 069-5423-0-2-402	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	2	2
41.0 Grants, subsidies, and contributions	79	104	100
99.0 Direct obligations	80	106	102
99.5 Below reporting threshold	2		
99.9 Total new obligations	82	106	102

Employment Summary

Identification code 069-5423-0-2-402	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	13	13	13

WORKING CAPITAL FUND

For necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed \$181,500,000 shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.】
(Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069-4520-0-4-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0801 DOT service center activities	159	182	190
0802 Non-DOT service center activities	237	341	363
0900 Total new obligations	396	523	553

Budgetary resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	91	59	59
1021 Recoveries of prior year unpaid obligations	22		
1050 Unobligated balance (total)	113	59	59
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	376	523	553
1701 Change in uncollected payments, Federal sources	-34		
1750 Spending auth from offsetting collections, disc (total)	342	523	553
1930 Total budgetary resources available	455	582	612
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	59	59	59

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	53	56	5
3001 Adjustments to unpaid obligations, brought forward, Oct 1	4		
3010 Obligations incurred, unexpired accounts	396	523	553
3020 Outlays (gross)	-375	-574	-552
3040 Recoveries of prior year unpaid obligations, unexpired	-22		
3050 Unpaid obligations, end of year	56	5	6
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-52	-22	-22
3061 Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1	-4		
3070 Change in uncollected pymts, Fed sources, unexpired	34		
3090 Uncollected pymts, Fed sources, end of year	-22	-22	-22
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	34	-17

3200 Obligated balance, end of year	34	-17	-16
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Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	342	523	553
Outlays, gross:			
4010 Outlays from new discretionary authority	346	518	547
4011 Outlays from discretionary balances	29	56	5
4020 Outlays, gross (total)	375	574	552
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-374	-521	-551
4033 Non-Federal sources	-2	-2	-2
4040 Offsets against gross budget authority and outlays (total)	-376	-523	-553
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	34		
4080 Outlays, net (discretionary)	-1	51	-1
4190 Outlays, net (total)	-1	51	-1

The Working Capital Fund finances common administrative services and other services that are centrally performed in the interest of economy and efficiency. The fund is financed through agreements with the Department of Transportation operating administrations and other customers.

Object Classification (in millions of dollars)

Identification code 069-4520-0-4-407	2014 actual	2015 est.	2016 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	21	25	25
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	22	26	26
12.1 Civilian personnel benefits	6	7	7
13.0 Benefits for former personnel	2	2	2
22.0 Transportation of things	1	1	1
23.1 Rental payments to GSA	7	8	8
23.3 Communications, utilities, and miscellaneous charges	12	15	13
25.2 Other services from non-Federal sources	48	72	77
25.3 Other goods and services from Federal sources	54	38	34
25.7 Operation and maintenance of equipment	12	13	13
26.0 Supplies and materials	223	331	362
31.0 Equipment	9	10	10
99.9 Total new obligations	396	523	553

Employment Summary

Identification code 069-4520-0-4-407	2014 actual	2015 est.	2016 est.
2001 Reimbursable civilian full-time equivalent employment	223	282	350

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, 【\$333,000】 \$336,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed【, not to exceed \$18,367,000】.

In addition, for administrative expenses to carry out the guaranteed loan program, 【\$592,000】 \$597,000. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069-0155-0-1-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
Credit program obligations:			
0733 Guaranteed loan subsidy and administrative expenses		1	1
0900 Total new obligations (object class 99.5)		1	1

Budgetary resources:

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1	1	1
1160 Appropriation, discretionary (total)	1	1	1
1930 Total budgetary resources available	1	1	1

Memorandum (non-add) entries:				
1940	Unobligated balance expiring	-1		
Change in obligated balance:				
Unpaid obligations:				
3010	Obligations incurred, unexpired accounts	1		1
3020	Outlays (gross)	-1		-1
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	1	1	1
Outlays, gross:				
4010	Outlays from new discretionary authority	1		1
4180	Budget authority, net (total)	1	1	1
4190	Outlays, net (total)	1	1	1

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 069-0155-0-1-407	2014 actual	2015 est.	2016 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Minority Business Resource Center Loan Guarantees	4	15	18
Guaranteed loan subsidy (in percent):			
232001 Minority Business Resource Center Loan Guarantees	1.76	2.27	2.50
232999 Weighted average subsidy rate	1.76	2.27	2.50
Administrative expense data:			
3510 Budget authority	1	1	1
3590 Outlays from new authority		1	1

This program provides assistance in obtaining short-term working capital for minority, women-owned and other disadvantaged businesses and Small Business Administration 8(a) firms. As required by the Federal Credit Reform Act of 1990, this account records the subsidy costs for this program associated with guaranteed loans, as well as administrative expenses of this program.

Employment Summary

Identification code 069-0155-0-1-407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment		1	1

MINORITY BUSINESS RESOURCE CENTER GUARANTEED LOAN FINANCING ACCOUNT**Program and Financing** (in millions of dollars)

Identification code 069-4082-0-3-407	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
1930 Total budgetary resources available	1	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1

Status of Guaranteed Loans (in millions of dollars)

Identification code 069-4082-0-3-407	2014 actual	2015 est.	2016 est.
Position with respect to appropriations act limitation on commitments:			
2111 Guaranteed loan commitments from current-year authority	18	18	18
2142 Uncommitted loan guarantee limitation	-14	-3	
2150 Total guaranteed loan commitments	4	15	18
2199 Guaranteed amount of guaranteed loan commitments	3	11	14
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	3	4	15
2231 Disbursements of new guaranteed loans	4	15	18
2251 Repayments and prepayments	-3	-4	-15
2290 Outstanding, end of year	4	15	18

Memorandum:				
2299	Guaranteed amount of guaranteed loans outstanding, end of year	3	14	14

Trust Funds**NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST FUND)**

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$1,250,000,000 to be derived from the Transportation Trust Fund (Multimodal Account), to remain available until expended, for payment of obligations for the National Infrastructure Investments program authorized under title 23, United States Code, as amended by such authorization: Provided, That funds available for the National Infrastructure Investments program authorized under title 23, United States Code, shall not exceed total obligations of \$1,250,000,000, to remain available for obligation until September 30, 2018: Provided further, That the Secretary may retain up to \$20,000,000 of the funds provided for this program, and may transfer portions of those funds to Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, and the Federal Maritime Administration, to fund the award and oversight of Grants and credit assistance made under the National Infrastructure Investments program.

NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST FUND)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8372-4-7-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 National Infrastructure Investment Grants			1,230
0900 Total new obligations (object class 41.0)			1,230
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			1,250
1137 Appropriations applied to liquidate contract authority			-1,250
Contract authority, mandatory:			
1600 Contract authority			1,250
1640 Contract authority, mandatory (total)			1,250
1900 Budget authority (total)			1,250
1930 Total budgetary resources available			1,250
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			20

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			1,230
3050 Unpaid obligations, end of year			1,230
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,230

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			1,250
4180 Budget authority, net (total)			1,250

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)			1,250
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The FY 2016 Budget presents the Office of the Secretary's proposed reauthorization program and account structure, including the creation of a new National Infrastructure Investments account, also known as the Transportation Investment Generating Economic Recovery (TIGER) program. The Administration proposes to fund this account from the Multimodal Account of the Transportation Trust Fund. The FY 2016 Budget request includes \$1.25 billion for this account. For FY 2016, this account provides

NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST
FUND)—Continued

funding for grant awards or credit assistance on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of the surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, **[\$155,000,000]** \$175,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: *Provided*, That in determining between or among carriers competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: *Provided further*, That basic essential air service minimum requirements shall not include the 15-passenger capacity requirement under subsection 41732(b)(3) of title 49, United States Code: *Provided further*, That none of the funds in this Act or any other Act shall be used to enter into a new contract with a community located less than 40 miles from the nearest small hub airport before the Secretary has negotiated with the community over a local cost share: *Provided further*, That amounts authorized to be distributed for the essential air service program under subsection 41742(b) of title 49, United States Code, shall be made available immediately from amounts otherwise provided to the Administrator of the Federal Aviation Administration: *Provided further*, That the Administrator may reimburse such amounts from fees credited to the account established under section 45303 of title 49, United States Code. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069–8304–0–7–402	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Payments to air carriers	158	166	175
0900 Total new obligations (object class 41.0)	158	166	175
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	13	12	1
1021 Recoveries of prior year unpaid obligations	8		
1050 Unobligated balance (total)	21	12	1
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	149	155	175
1160 Appropriation, discretionary (total)	149	155	175
1900 Budget authority (total)	149	155	175
1930 Total budgetary resources available	170	167	176
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	12	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	24	33	61
3010 Obligations incurred, unexpired accounts	158	166	175
3020 Outlays (gross)	–141	–138	–167
3040 Recoveries of prior year unpaid obligations, unexpired	–8		
3050 Unpaid obligations, end of year	33	61	69
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	24	33	61
3200 Obligated balance, end of year	33	61	69
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	149	155	175
Outlays, gross:			
4010 Outlays from new discretionary authority	123	93	105
4011 Outlays from discretionary balances	18	45	62

4020 Outlays, gross (total)	141	138	167
4180 Budget authority, net (total)	149	155	175
4190 Outlays, net (total)	141	138	167

Through 1997, the Essential Air Service program was funded from the Airport and Airway Trust Fund. Starting in 1998, the Federal Aviation Administration reauthorization funded it as a mandatory program supported by overflight fees under the Essential Air Service and Rural Airport Improvement Fund. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to Payments to Air Carriers have been enacted every year beginning in 2002 to meet the needs of the essential air service program. For FY 2016, \$175 million is requested from the Airport and Airway Trust Fund for Payments to Air Carriers.

ADMINISTRATIVE PROVISIONS

SEC. 101. None of the funds made available in this Act to the Department of Transportation [may be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification] *shall be transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary.*

SEC. 102. The Secretary or his designee may engage in activities with States and State legislators to consider proposals related to the reduction of motorcycle fatalities.

SEC. 103. Notwithstanding section 3324 of title 31, United States Code, in addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is hereby authorized to provide payments in advance to vendors that are necessary to carry out the Federal transit pass transportation fringe benefit program under Executive Order 13150 and section 3049 of Public Law 109–59: *Provided*, That the Department shall include adequate safeguards in the contract with the vendors to ensure timely and high-quality performance under the contract.

SEC. 104. The Secretary shall post on the Web site of the Department of Transportation a schedule of all meetings of the Credit Council, including the agenda for each meeting, and require the Credit Council to record the decisions and actions of each meeting.

SEC. 105. *In addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is hereby authorized to provide partial or full payments in advance and accept subsequent reimbursements from all Federal agencies for transit benefit distribution services that are necessary to carry out the Federal transit pass transportation fringe benefit program under Executive Order 13150 and section 3049 of Public Law 109–59: Provided, That the Department shall maintain a reasonable operating reserve in the Working Capital Fund, to be expended in advance to provide uninterrupted transit benefits to Government employees, provided that such reserve will not exceed one month of benefits payable: Provided further, that such reserve may be used only for the purpose of providing for the continuation of transit benefits, provided that the Working Capital Fund will be fully reimbursed by each customer agency for the actual cost of the transit benefit. (Department of Transportation Appropriations Act, 2015.)*

FEDERAL AVIATION ADMINISTRATION

The following table depicts the total funding for all Federal Aviation Administration (FAA) programs, for which more detail is furnished in the budget schedules:

[In millions of dollars]			
	2014 actual	2015 est.	2016 est.
Budget Authority:			
Operations	9,651	9,741	9,915
General Fund	[3,156]	[1,146]	[1,368]
Facilities and Equipment (Trust Fund)	2,600	2,600	2,855
Research, Engineering and Development (Trust Fund)	133	157	166
Grants-in-Aid for Airports (Trust Fund)	3,480	3,350	2,900
Aviation User Fees	2	0	0
Total net	15,866	15,847	15,836
Obligations:			
Operations	9,816	9,961	10,135

Facilities and Equipment (Trust Fund)	2,527	2,685	2,978
Research, Engineering and Development (Trust Fund)	155	160	165
Grants-in-Aid for Airports (Trust Fund)	3,464	3,351	2,901
Aviation Insurance Revolving Fund	14	6	1
Total net	15,976	16,163	16,180
Outlays:			
Operations	9,599	9,938	10,100
Facilities and Equipment (Trust Fund)	2,718	2,661	2,827
Research, Engineering and Development (Trust Fund)	148	171	179
Grants-in-Aid for Airports (Trust Fund)	3,258	3,800	3,579
Aviation User Fees	1	—	—
Aviation Insurance Revolving Fund	-134	-24	-51
Administrative Services Franchise Fund	-96	5	55
Total net	15,494	16,551	16,689

Federal Funds**OPERATIONS****(AIRPORT AND AIRWAY TRUST FUND)**

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 112-95, **[\$9,740,700,000] \$9,915,000,000** of which **[\$8,595,000,000] \$8,547,000,000** shall be derived from the Airport and Airway Trust Fund¹, of which not to exceed \$7,396,654,000 shall be available for air traffic organization activities; not to exceed \$1,218,458,000 shall be available for aviation safety activities; not to exceed \$16,605,000 shall be available for commercial space transportation activities; not to exceed \$756,047,000 shall be available for finance and management activities; not to exceed \$60,089,000 shall be available for NextGen and operations planning activities; and not to exceed \$292,847,000 shall be available for staff offices²: *Provided*, That not to exceed 2 percent of any budget activity, except for aviation safety budget activity, may be transferred to any budget activity under this heading: *Provided further*, That no transfer may increase or decrease any appropriation by more than 2 percent: *Provided further*, That any transfer in excess of 2 percent shall be treated as a reprogramming of funds under section 405 of this Act and shall not be available for obligation or expenditure except in compliance with the procedures set forth in that section: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator of the Federal Aviation Administration shall transmit to Congress an annual update to the report submitted to Congress in December 2004 pursuant to section 221 of Public Law 108-176: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 for each day after March 31 that such report has not been submitted to the Congress: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator shall transmit to Congress a companion report that describes a comprehensive strategy for staffing, hiring, and training flight standards and aircraft certification staff in a format similar to the one utilized for the controller staffing plan, including stated attrition estimates and numerical hiring goals by fiscal year: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after March 31 that such report has not been submitted to Congress: *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act: *Provided further*, That there may be credited to this appropriation as offsetting collections funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms³: *Provided further*, That of the funds appropriated under this heading, not less than \$144,500,000 shall be for the contract tower program, of which not less than \$9,500,000 is for the contract tower cost share program: *Provided further*, That none

of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Working Capital Fund: *Provided further*, That none of the funds provided in this Act may be used for the Federal Aviation Administration to issue a job announcement for air traffic control specialists that renders ineligible by reason of age any applicant who had been included in the air traffic control specialist applicant inventory as of January 15, 2014, and who was born between February 9, 1983, and October 1, 1984⁴. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-1301-0-1-402	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Air Traffic Organization (ATO)	7,313	7,411	7,519
0002 NextGen	60	60	61
0003 Finance & Management	759	759	768
0004 Regulation and certification	1,210	1,229	1,269
0005 Commercial space transportation	16	17	18
0006 Security & Hazardous Materials Safety	—	—	101
0007 Staff offices	296	293	207
0100 Direct Program Activities Subtotal	9,654	9,769	9,943
0799 Total direct obligations	9,654	9,769	9,943
0801 Operations (Reimbursable)	162	192	192
0900 Total new obligations	9,816	9,961	10,135
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	35	44	40
1021 Recoveries of prior year unpaid obligations	2	—	—
1050 Unobligated balance (total)	37	44	40
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	3,156	1,146	1,368
1160 Appropriation, discretionary (total)	3,156	1,146	1,368
Spending authority from offsetting collections, discretionary:			
1700 Collected	6,595	8,811	8,763
1701 Change in uncollected payments, Federal sources	81	—	—
1750 Spending auth from offsetting collections, disc (total)	6,676	8,811	8,763
1900 Budget authority (total)	9,832	9,957	10,131
1930 Total budgetary resources available	9,869	10,001	10,171
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-9	—	—
1941 Unexpired unobligated balance, end of year	44	40	36
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,519	1,529	1,336
3010 Obligations incurred, unexpired accounts	9,816	9,961	10,135
3011 Obligations incurred, expired accounts	79	—	—
3020 Outlays (gross)	-9,783	-10,154	-10,316
3040 Recoveries of prior year unpaid obligations, unexpired	-2	—	—
3041 Recoveries of prior year unpaid obligations, expired	-100	—	—
3050 Unpaid obligations, end of year	1,529	1,336	1,155
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-174	-162	-162
3070 Change in uncollected pymts, Fed sources, unexpired	-81	—	—
3071 Change in uncollected pymts, Fed sources, expired	93	—	—
3090 Uncollected pymts, Fed sources, end of year	-162	-162	-162
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,345	1,367	1,174
3200 Obligated balance, end of year	1,367	1,174	993
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	9,832	9,957	10,131
Outlays, gross:			
4010 Outlays from new discretionary authority	8,505	8,789	8,941
4011 Outlays from discretionary balances	1,278	1,365	1,375
4020 Outlays, gross (total)	9,783	10,154	10,316
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-6,641	-8,775	-8,727
4033 Non-Federal sources	-35	-36	-36
4034 Offsetting governmental collections	-3	—	—
4040 Offsets against gross budget authority and outlays (total)	-6,679	-8,811	-8,763
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-81	—	—

OPERATIONS—Continued
Program and Financing—Continued

Identification code 069–1301–0–1–402	2014 actual	2015 est.	2016 est.
4052 Offsetting collections credited to expired accounts	84	.....	.....
4060 Additional offsets against budget authority only (total)	3	.....	.....
4070 Budget authority, net (discretionary)	3,156	1,146	1,368
4080 Outlays, net (discretionary)	3,104	1,343	1,553
4180 Budget authority, net (total)	3,156	1,146	1,368
4190 Outlays, net (total)	3,104	1,343	1,553
Memorandum (non-add) entries:			
5093 Expired unavailable balance, SOY: Offsetting collections	1	1	1
5095 Expired unavailable balance, EOY: Offsetting collections	1	1	1

For 2016, the Budget requests \$9,915 million for Federal Aviation Administration (FAA) operations. These funds will be used to continue to promote aviation safety and efficiency. The Budget provides funding for the Air Traffic Organization (ATO) which is responsible for managing the air traffic control system. As a performance-based organization, the ATO is designed to provide cost-effective, efficient, and, above all, safe air traffic services. The Budget also funds the Aviation Safety Organization which ensures the safe operation of the airlines and certifies new aviation products. In addition, the request also funds regulation of the commercial space transportation industry, as well as FAA policy oversight and overall management functions.

Object Classification (in millions of dollars)

Identification code 069–1301–0–1–402	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	4,479	4,545	4,629
11.3 Other than full-time permanent	29	30	30
11.5 Other personnel compensation	414	374	376
11.9 Total personnel compensation	4,922	4,949	5,035
12.1 Civilian personnel benefits	1,731	1,891	1,940
13.0 Benefits for former personnel	5	1	1
21.0 Travel and transportation of persons	135	153	155
22.0 Transportation of things	24	24	24
23.1 Rental payments to GSA	119	122	127
23.2 Rental payments to others	62	64	64
23.3 Communications, utilities, and miscellaneous charges	297	298	300
24.0 Printing and reproduction	6	6	6
25.1 Advisory and assistance services	572	656	669
25.2 Other services from non-Federal sources	1,585	1,419	1,435
26.0 Supplies and materials	128	123	123
31.0 Equipment	60	55	57
32.0 Land and structures	3	2	2
41.0 Grants, subsidies, and contributions	3	3	2
42.0 Insurance claims and indemnities	2	3	3
99.0 Direct obligations	9,654	9,769	9,943
99.0 Reimbursable obligations	162	192	192
99.9 Total new obligations	9,816	9,961	10,135

Employment Summary

Identification code 069–1301–0–1–402	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	39,491	40,623	40,742
2001 Reimbursable civilian full-time equivalent employment	303	222	222

FACILITIES AND EQUIPMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069–1304–0–1–402	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	1
3050 Unpaid obligations, end of year	1	1	1

Memorandum (non-add) entries:

3100 Obligated balance, start of year	1	1	1
3200 Obligated balance, end of year	1	1	1

The American Recovery and Reinvestment Act of 2009 provided \$200 million to Federal Aviation Administration's (FAA) Facilities & Equipment account, which finances major capital investments related to modernizing and improving air traffic control and airway facilities, equipment, and systems. Funds were appropriated from the General Fund of the U.S. Treasury and available for obligation through 2010. The funding is being used to upgrade, modernize, and improve FAA power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment.

AVIATION USER FEES

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069–5422–0–2–402	2014 actual	2015 est.	2016 est.
0100 Balance, start of year	35	20	19
Receipts:			
0200 Aviation User Fees, Overflight Fees	85	97	100
0220 Property Disposal or Lease Proceeds, Aviation User Fee	1	.....	.....
0299 Total receipts and collections	86	97	100
0400 Total: Balances and collections	121	117	119
Appropriations:			
0500 Essential Air Service and Rural Airport Improvement Fund	9	8	.....
0501 Aviation User Fees	–130	–106	–102
0599 Total appropriations	–121	–98	–102
0610 Aviation User Fees	20	.....	.....
0799 Balance, end of year	20	19	17

Program and Financing (in millions of dollars)

Identification code 069–5422–0–2–402	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Other Collections	1	.....	.....
0100 Direct program activities, subtotal	1	.....	.....
0900 Total new obligations (object class 25.2)	1	.....	.....
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	21	2	2
1029 Other balances withdrawn	–20	.....	.....
1050 Unobligated balance (total)	1	2	2
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	130	106	102
1220 Appropriations transferred to other acts [069–5423]	–128	–106	–102
1260 Appropriations, mandatory (total)	2	.....	.....
1900 Budget authority (total)	2	.....	.....
1930 Total budgetary resources available	3	2	2
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2	2	2
Special and non-revolving trust funds:			
1950 Other balances withdrawn and returned to unappropriated receipts	20	.....	.....

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	1	.....	.....
3020 Outlays (gross)	–1	.....	.....

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross	2	.....	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	1	.....	.....
4180 Budget authority, net (total)	2	.....	.....
4190 Outlays, net (total)	1	.....	.....

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for air traffic control and related services provided by the Federal Aviation Administration to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Budget estimates that \$100 million in overflight fees will be collected in 2016.

AVIATION INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 069–4120–0–3–402	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0801 Program Administration	5	6	1
0802 Insurance Claims	9		
0900 Total new obligations	14	6	1
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2,012	2,146	2,170
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	148	30	52
1850 Spending auth from offsetting collections, mand (total)	148	30	52
1930 Total budgetary resources available	2,160	2,176	2,222
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2,146	2,170	2,221
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	2	2
3010 Obligations incurred, unexpired accounts	14	6	1
3020 Outlays (gross)	-14	-6	-1
3050 Unpaid obligations, end of year	2	2	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	2	2
3200 Obligated balance, end of year	2	2	2
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	148	30	52
Outlays, gross:			
4100 Outlays from new mandatory authority	14	6	1
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4121 Interest on Federal securities	-16	-28	-52
4123 Non-Federal sources	-132	-2	
4130 Offsets against gross budget authority and outlays (total)	-148	-30	-52
4170 Outlays, net (mandatory)	-134	-24	-51
4190 Outlays, net (total)	-134	-24	-51
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	1,937	2,137	2,150
5001 Total investments, EOY: Federal securities: Par value	2,137	2,150	2,200

The fund provides direct support for the aviation insurance program (chapter 443 of title 49, U.S. Code). In December 2014, Congress sunset part of the aviation insurance program. Specifically, Congress returned U.S. air carriers to the commercial aviation market for all of their war risk insurance coverage by ending the FAA's authority to provide war risk insurance for a premium. Pursuant to 49 USC 44305, the FAA may provide insurance without premium at the request of the Secretary of Defense or the head of a department, agency, or instrumentality designated by the President when the Secretary of Defense or the designated head agrees to indemnify the Secretary of Transportation against all losses covered by the insurance. The "non-premium" aviation insurance program is authorized through December 31, 2018.

Object Classification (in millions of dollars)

Identification code 069–4120–0–3–402	2014 actual	2015 est.	2016 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1

42.0	Projected Insurance claims and indemnities	9		
44.0	Refunds	4	5	
99.9	Total new obligations	14	6	1

Employment Summary

Identification code 069–4120–0–3–402	2014 actual	2015 est.	2016 est.
2001 Reimbursable civilian full-time equivalent employment	5	2	2

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 069–4562–0–4–402	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0801 Accounting Services	65	56	54
0804 Information Services	124	130	132
0806 Multi Media	4	4	4
0807 CMEI/Training	6	9	11
0808 International Training	4	6	6
0810 Logistics	179	208	211
0811 Aircraft Maintenance	62	60	61
0812 Acquisition	8	8	8
0900 Total new obligations	452	481	487
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	121	186	184
1021 Recoveries of prior year unpaid obligations	25		
1050 Unobligated balance (total)	146	186	184
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	506	477	478
1701 Change in uncollected payments, Federal sources	-14	2	
1750 Spending auth from offsetting collections, disc (total)	492	479	478
1930 Total budgetary resources available	638	665	662
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	186	184	175
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	158	175	174
3010 Obligations incurred, unexpired accounts	452	481	487
3020 Outlays (gross)	-410	-482	-533
3040 Recoveries of prior year unpaid obligations, unexpired	-25		
3050 Unpaid obligations, end of year	175	174	128
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-12	2	
3070 Change in uncollected pymts, Fed sources, unexpired	14	-2	
3090 Uncollected pymts, Fed sources, end of year	2		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	146	177	174
3200 Obligated balance, end of year	177	174	128
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	492	479	478
Outlays, gross:			
4010 Outlays from new discretionary authority	315	326	325
4011 Outlays from discretionary balances	95	156	208
4020 Outlays, gross (total)	410	482	533
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-495	-477	-478
4033 Non-Federal sources	-11		
4040 Offsets against gross budget authority and outlays (total)	-506	-477	-478
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	14	-2	
4080 Outlays, net (discretionary)	-96	5	55
4190 Outlays, net (total)	-96	5	55

In 1997, the Federal Aviation Administration (FAA) established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a fee-for-service basis. The fund im-

ADMINISTRATIVE SERVICES FRANCHISE FUND—Continued

proves organizational efficiency and provides better support to FAA's internal and external customers. The activities included in this franchise fund are: training, accounting, travel, duplicating services, multi-media services, information technology, material management (logistics), and aircraft maintenance.

Object Classification (in millions of dollars)

Identification code 069-4562-0-4-402	2014 actual	2015 est.	2016 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	130	131	134
12.1 Civilian personnel benefits	42	46	46
21.0 Travel and transportation of persons	5	4	5
22.0 Transportation of things	6	5	5
23.3 Communications, utilities, and miscellaneous charges	12	10	10
25.2 Other services from non-Federal sources	191	180	182
26.0 Supplies and materials	51	86	87
31.0 Equipment	14	18	17
42.0 Insurance claims and indemnities	1	1	1
99.9 Total new obligations	452	481	487

Employment Summary

Identification code 069-4562-0-4-402	2014 actual	2015 est.	2016 est.
2001 Reimbursable civilian full-time equivalent employment	1,678	2,072	2,084

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 069-8103-0-7-402	2014 actual	2015 est.	2016 est.
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	11,808	12,759	11,003
5001 Total investments, EOY: Federal securities: Par value	12,759	11,003	10,775

Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the U.S. Treasury for the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, Federal Aviation Administration facilities and equipment, research, operations, payment to air carriers, and for the Bureau of Transportation Statistics Office of Airline Information.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 069-8103-0-7-402	2014 actual	2015 est.	2016 est.
Unexpended balance, start of year:			
0100 Balance, start of year	13,203	14,187	12,226
0110 Grants-in-aid for Airports (Airport and Airway Trust Fund) [021-12-8106-0]	-2		
0111 Grants-in-aid for Airports (Airport and Airway Trust Fund) [021-12-8106-0]	2		
0199 Total balance, start of year	13,203	14,187	12,226
Cash income during the year:			
Current law:			
Receipts:			
1200 Excise Taxes, Airport and Airway Trust Fund	13,513	13,138	14,699
Offsetting receipts (intragovernmental):			
1240 Interest, Airport and Airway Trust Fund	233	266	244
Offsetting collections:			
1280 Grants-in-aid for Airports (Airport and Airway Trust Fund)	1	1	1
1280 Facilities and Equipment (Airport and Airway Trust Fund)	40	16	16
1280 Facilities and Equipment (Airport and Airway Trust Fund)	49	36	36
1280 Research, Engineering and Development (Airport and Airway Trust Fund)	2	3	3

1299	Income under present law	13,838	13,460	14,999
3299	Total cash income	13,838	13,460	14,999
	Cash outgo during year:			
	Current law:			
4500	Payments to Air Carriers	-141	-138	-167
4500	Trust Fund Share of FAA Activities (Airport and Airway Trust Fund)	-6,495	-8,595	-8,547
4500	Grants-in-aid for Airports (Airport and Airway Trust Fund)	-3,259	-3,801	-3,580
4500	Facilities and Equipment (Airport and Airway Trust Fund)	-2,807	-2,713	-2,879
4500	Research, Engineering and Development (Airport and Airway Trust Fund)	-150	-174	-182
4599	Outgo under current law (-)	-12,852	-15,421	-15,355
6599	Total cash outgo (-)	-12,852	-15,421	-15,355
	Manual Adjustments:			
7691	Rounding adjustment	-2		
7699	Total adjustments	-2		
	Unexpended balance, end of year:			
8700	Uninvested balance (net), end of year	1,428	1,223	1,095
8701	Airport and Airway Trust Fund	12,759	11,003	10,775
8799	Total balance, end of year	14,187	12,226	11,870

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

[(INCLUDING TRANSFER OF FUNDS)]

[(INCLUDING RESCISSION)]

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; for grants authorized under section 41743 of title 49, United States Code; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, **[\$3,200,000,000] \$3,500,000,000**, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of **[\$3,350,000,000] \$2,900,000,000** in fiscal year **[2015] 2016**, notwithstanding section 47117(g) of title 49, United States Code: *Provided further*, That none of the funds under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: **[Provided further**, That notwithstanding section 47109(a) of title 49, United States Code, the Government's share of allowable project costs under paragraph (2) for subgrants or paragraph (3) of that section shall be 95 percent for a project at other than a large or medium hub airport that is a successive phase of a multi-phased construction project for which the project sponsor received a grant in fiscal year 2011 for the construction project: **] Provided further**, That notwithstanding any other provision of law, of funds limited under this heading, not more than \$107,100,000 shall be obligated for administration, not less than \$15,000,000 shall be available for the Airport Cooperative Research Program, and not less than **[\$29,750,000] \$31,000,000** shall be available for Airport Technology Research **],** and \$5,500,000, to remain available until expended, shall be available and transferred to "Office of the Secretary, Salaries and Expenses" to carry out the Small Community Air Service Development Program **].** (*Department of Transportation Appropriations Act, 2015.*)

[(RESCISSION)]

[Of the amounts authorized for the fiscal year ending September 30, 2015, and prior years under section 48112 of title 49, United States Code, all unobligated balances are permanently rescinded.] (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069–8106–0–7–402	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Grants-in-aid for airports	3,308	3,192	2,747
0002 Personnel and related expenses	106	107	107
0003 Airport technology research	29	30	31
0005 Small community air service	6	6	.....
0006 Airport Cooperative Research	15	15	15
0100 Total direct program	3,464	3,350	2,900
0799 Total direct obligations	3,464	3,350	2,900
0801 Grants-in-aid for Airports (Airport and Airway Trust Fund) (Reimbursable) .....	.....	1	1
0900 Total new obligations	3,464	3,351	2,901
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	15	145	145
1001 Discretionary unobligated balance brought fwd, Oct 1	15	1	.....
1020 Adjustment of unobligated bal brought forward, Oct 1	–2	.....	.....
1021 Recoveries of prior year unpaid obligations	115	.....	.....
1050 Unobligated balance (total)	128	145	145
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	3,200	3,200	3,500
1137 Appropriations applied to liquidate contract authority	–3,200	–3,200	–3,500
Contract authority, mandatory:			
1600 Contract authority (P.L. 112–95)	3,350	3,480	3,350
1600 Contract authority (49 USC 48112)	130	130	.....
1620 Contract authority and/or unobligated balance of contract authority permanently reduced .....	.....	–260	.....
1640 Contract authority, mandatory (total)	3,480	3,350	3,350
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	1	1
1750 Spending auth from offsetting collections, disc (total)	1	1	1
1900 Budget authority (total)	3,481	3,351	3,351
1930 Total budgetary resources available	3,609	3,496	3,496
Memorandum (non-add) entries:			
1941 Baseline Program [Reimbursable and Offsetting Collections]	145	145	595
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	5,117	5,209	4,759
3001 Adjustments to unpaid obligations, brought forward, Oct 1	2	.....	.....
3010 Obligations incurred, unexpired accounts	3,464	3,351	2,901
3020 Outlays (gross)	–3,259	–3,801	–3,580
3040 Recoveries of prior year unpaid obligations, unexpired	–115	.....	.....
3050 Unpaid obligations, end of year	5,209	4,759	4,080
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	5,119	5,209	4,759
3200 Obligated balance, end of year	5,209	4,759	4,080
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1	1	1
Outlays, gross:			
4010 Outlays from new discretionary authority	354	672	592
4011 Outlays from discretionary balances	2,905	3,129	2,988
4020 Outlays, gross (total)	3,259	3,801	3,580
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	–1	–1	–1
Mandatory:			
4090 Budget authority, gross	3,480	3,350	3,350
4180 Budget authority, net (total)	3,480	3,350	3,350
4190 Outlays, net (total)	3,258	3,800	3,579
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority	3,464	3,742	3,892
5053 Obligated balance, EOY: Contract authority	3,742	3,892	3,742
5061 Limitation on obligations (Transportation Trust Funds)	3,352	3,350	2,900

Subchapter I of chapter 471, title 49, U.S. Code provides for airport improvement grants, including those emphasizing capacity development, safety and security needs; and chapter 475 of title 49 provides for grants for aircraft noise compatibility planning and programs. The FY 2016 budget

request proposes to lower funding for the airport grants program to \$2.9 billion, offset in part by eliminating passenger and cargo entitlement funding for large hub airports. To assist those airports that need the most help, the Administration proposes to focus Federal grants to support smaller commercial and general aviation airports that do not have access to additional revenue or other outside sources of capital. The Budget also proposes to allow all commercial service airports to increase the non-Federal Passenger Facility Charge, thereby giving airports greater flexibility to generate their own revenue. The combination of these changes to the AIP and PFC programs will allow airports to effectively transition to a reduced AIP level without hindering their ability to meet existing capital needs of the national airport system.

Object Classification (in millions of dollars)

Identification code 069–8106–0–7–402	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	63	66	67
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	65	68	69
12.1 Civilian personnel benefits	19	21	21
21.0 Travel and transportation of persons	3	3	3
23.2 Rental payments to others	1	1	1
25.1 Advisory and assistance services	24	23	23
25.2 Other services from non-Federal sources	4	4	4
25.4 Operation and maintenance of facilities	22	21	22
25.7 Operation and maintenance of equipment	7	7	7
26.0 Supplies and materials	1	1	1
31.0 Equipment	2	1	1
32.0 Land and structures .....	.....	1	1
41.0 Grants, subsidies, and contributions	3,311	3,193	2,747
94.0 Financial transfers	5	6	.....
99.0 Direct obligations	3,464	3,350	2,900
99.0 Reimbursable obligations .....	.....	1	1
99.9 Total new obligations	3,464	3,351	2,901

Employment Summary

Identification code 069–8106–0–7–402	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	564	608	609
2001 Reimbursable civilian full-time equivalent employment .....	.....	1	1

GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)

(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8106–2–7–402	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority (Reauthorization)	–450
1640 Contract authority, mandatory (total)	–450
1930 Total budgetary resources available	–450
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	–450
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	–450
4180 Budget authority, net (total)	–450
Memorandum (non-add) entries:			
5053 Obligated balance, EOY: Contract authority	–450

FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, technical support services, improvement by contract or purchase, and hire of national airspace systems and experimental facilities and equipment, as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this heading, including aircraft for aviation regulation and certification; to be derived from the Airport and Airway Trust Fund, **[\$2,600,000,000] \$2,855,000,000**, of which **[\$460,000,000] \$636,049,000** shall remain available until September 30, **[2015] 2016**, and **[\$2,140,000,000] \$2,218,951,000** shall remain available until September 30, **[2017] 2018**: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment, improvement, and modernization of national airspace systems: *Provided further*, That upon initial submission to the Congress of the fiscal year **[2016] 2017** President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years **[2016] 2017** through **[2020] 2021**, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after the initial submission of the fiscal year 2016 President's budget that such report has not been submitted to Congress. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069-8107-0-7-402	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Engineering, development, test and evaluation	313	362	206
0002 Procurement and modernization of air traffic control (ATC) facilities and equipment	1,311	1,428	1,664
0003 Procurement and modernization of non-ATC facilities and equipment	159	159	175
0004 Mission support	213	198	226
0005 Personnel and related expenses	449	460	470
0006 Hurricane Sandy	9	6	
0007 ADS-B Subscription and WAAS GEOs			166
0100 Subtotal, direct program	2,454	2,613	2,907
0799 Total direct obligations	2,454	2,613	2,907
0801 Facilities and Equipment (Airport and Airway Trust Fund) (Reimbursable)	73	72	71
0900 Total new obligations	2,527	2,685	2,978
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,090	1,254	1,221
1021 Recoveries of prior year unpaid obligations	35		
1050 Unobligated balance (total)	1,125	1,254	1,221
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	2,600	2,600	2,855
1160 Appropriation, discretionary (total)	2,600	2,600	2,855
Spending authority from offsetting collections, discretionary:			
1700 Collected	82	52	52
1701 Change in uncollected payments, Federal sources	-20		
1750 Spending auth from offsetting collections, disc (total)	62	52	52
1900 Budget authority (total)	2,662	2,652	2,907
1930 Total budgetary resources available	3,787	3,906	4,128
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-6		
1941 Unexpired unobligated balance, end of year	1,254	1,221	1,150
Special and non-revolving trust funds:			
1950 Other balances withdrawn and returned to unappropriated receipts	29		
1951 Unobligated balance expiring	6		
1952 Expired unobligated balance, start of year	78	67	78
1953 Expired unobligated balance, end of year	61	78	78
1954 Unobligated balance canceling	29		

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,862	1,534	1,506
3010 Obligations incurred, unexpired accounts	2,527	2,685	2,978
3011 Obligations incurred, expired accounts	8		
3020 Outlays (gross)	-2,807	-2,713	-2,879
3040 Recoveries of prior year unpaid obligations, unexpired	-35		
3041 Recoveries of prior year unpaid obligations, expired	-21		
3050 Unpaid obligations, end of year	1,534	1,506	1,605
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-87	-59	-59
3070 Change in uncollected pymts, Fed sources, unexpired	20		
3071 Change in uncollected pymts, Fed sources, expired	8		
3090 Uncollected pymts, Fed sources, end of year	-59	-59	-59
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,775	1,475	1,447
3200 Obligated balance, end of year	1,475	1,447	1,546

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	2,662	2,652	2,907
Outlays, gross:			
4010 Outlays from new discretionary authority	999	1,141	1,322
4011 Outlays from discretionary balances	1,808	1,572	1,557
4020 Outlays, gross (total)	2,807	2,713	2,879
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-40	-16	-16
4033 Non-Federal sources	-49	-36	-36
4040 Offsets against gross budget authority and outlays (total)	-89	-52	-52
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	20		
4052 Offsetting collections credited to expired accounts	7		
4060 Additional offsets against budget authority only (total)	27		
4070 Budget authority, net (discretionary)	2,600	2,600	2,855
4080 Outlays, net (discretionary)	2,718	2,661	2,827
4180 Budget authority, net (total)	2,600	2,600	2,855
4190 Outlays, net (total)	2,718	2,661	2,827

Memorandum (non-add) entries:

5090 Unexpired unavailable balance, SOY: Offsetting collections	3	3	3
5092 Unexpired unavailable balance, EOY: Offsetting collections	3	3	3

Funding in this account provides for the deployment of communications, navigation, surveillance, and related capabilities within the National Airspace System (NAS). This includes funding for several activities of the Next Generation Air Transportation System, a joint effort between the Department of Transportation, the National Aeronautics and Space Administration, and the Departments of Defense, Homeland Security, and Commerce to improve the safety, capacity, security, and environmental performance of the NAS. The funding request supports the Federal Aviation Administration's comprehensive plan for modernizing, maintaining, and improving air traffic control and airway facilities services.

Object Classification (in millions of dollars)

Identification code 069-8107-0-7-402	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	296	307	311
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	10	8	8
11.9 Total personnel compensation	307	316	320
12.1 Civilian personnel benefits	86	93	96
13.0 Benefits for former personnel	1		
21.0 Travel and transportation of persons	39	37	39
22.0 Transportation of things	2	2	2
23.2 Rental payments to others	39	44	32
23.3 Communications, utilities, and miscellaneous charges	41	41	42
25.1 Advisory and assistance services	1,352	1,367	1,722
25.2 Other services from non-Federal sources	112	110	113
25.3 Other goods and services from Federal sources	26	53	54
25.4 Operation and maintenance of facilities	84	97	77
25.5 Research and development contracts	3	13	3
25.6 Medical care		1	
25.7 Operation and maintenance of equipment	66	74	64
26.0 Supplies and materials	28	28	20

31.0	Equipment	158	207	204
32.0	Land and structures	100	123	112
41.0	Grants, subsidies, and contributions	7	7	7
43.0	Interest and dividends	3		
99.0	Direct obligations	2,454	2,613	2,907
99.0	Reimbursable obligations	73	72	71
99.9	Total new obligations	2,527	2,685	2,978

Employment Summary

Identification code 069-8107-0-7-402	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	2,598	2,733	2,733
2001 Reimbursable civilian full-time equivalent employment	68	62	62

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, **[\$156,750,000] \$166,000,000**, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2017] 2018: Provided**, That there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-8108-0-7-402	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0011 Improve aviation safety	83	89	94
0012 Economic Competitiveness	27	33	27
0013 Reduce environmental impact of aviation	37	32	37
0014 Improve the efficiency of mission support	6	4	5
0100 Subtotal, direct program	153	158	163
0799 Total direct obligations	153	158	163
0801 Research, Engineering and Development (Airport and Airway Trust (Reimbursable))	2	2	2
0900 Total new obligations	155	160	165
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	85	66	66
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	87	66	66
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	159	157	166
1133 Unobligated balance of appropriations temporarily reduced	-26		
1160 Appropriation, discretionary (total)	133	157	166
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	3	3
1701 Change in uncollected payments, Federal sources	1		
1750 Spending auth from offsetting collections, disc (total)	2	3	3
1900 Budget authority (total)	135	160	169
1930 Total budgetary resources available	222	226	235
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1		
1941 Unexpired unobligated balance, end of year	66	66	70
Special and non-revolving trust funds:			
1950 Other balances withdrawn and returned to unappropriated receipts	2		
1951 Unobligated balance expiring	1		
1952 Expired unobligated balance, start of year	6	6	
1953 Expired unobligated balance, end of year	5		
1954 Unobligated balance canceling[-8108]	2		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	134	136	122
3010 Obligations incurred, unexpired accounts	155	160	165

3020 Outlays (gross)	-150	-174	-182
3040 Recoveries of prior year unpaid obligations, unexpired	-2		
3041 Recoveries of prior year unpaid obligations, expired	-1		
3050 Unpaid obligations, end of year	136	122	105
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-3	-3	-3
3070 Change in uncollected pymts, Fed sources, unexpired	-1		
3071 Change in uncollected pymts, Fed sources, expired	1		
3090 Uncollected pymts, Fed sources, end of year	-3	-3	-3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	131	133	119
3200 Obligated balance, end of year	133	119	102

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	135	160	169
Outlays, gross:			
4010 Outlays from new discretionary authority	48	72	76
4011 Outlays from discretionary balances	102	102	106
4020 Outlays, gross (total)	150	174	182
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-2	-3	-3
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-1		
4052 Offsetting collections credited to expired accounts	1		
4070 Budget authority, net (discretionary)	133	157	166
4080 Outlays, net (discretionary)	148	171	179
4180 Budget authority, net (total)	133	157	166
4190 Outlays, net (total)	148	171	179

This account provides funding to conduct research, engineering, and development to improve the national airspace system's capacity and safety, as well as the ability to meet environmental needs. The proposed funding is allocated to the following performance goal areas of the Federal Aviation Administration: improve safety, economic competitiveness, and environmental performance of the National Airspace System. The request includes funding for several research and development activities of the Next Generation Air Transportation System (NextGen), as well as activities related to unmanned aircraft systems.

Object Classification (in millions of dollars)

Identification code 069-8108-0-7-402	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	25	29	29
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	26	30	30
12.1 Civilian personnel benefits	7	9	9
21.0 Travel and transportation of persons	1	2	2
25.1 Advisory and assistance services	29	29	30
25.2 Other services from non-Federal sources	43	43	45
25.3 Other goods and services from Federal sources	3	3	3
25.5 Research and development contracts	23	23	23
25.7 Operation and maintenance of equipment	1	1	1
26.0 Supplies and materials	2	1	2
31.0 Equipment	1	1	1
41.0 Grants, subsidies, and contributions	17	17	18
99.0 Direct obligations	153	159	164
99.0 Reimbursable obligations	2	1	1
99.9 Total new obligations	155	160	165

Employment Summary

Identification code 069-8108-0-7-402	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	225	249	249

TRUST FUND SHARE OF FAA ACTIVITIES (AIRPORT AND AIRWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 069–8104–0–7–402		2014 actual	2015 est.	2016 est.
Obligations by program activity:				
0001	Payment to Operations	6,495	8,595	8,547
0900	Total new obligations (object class 94.0)	6,495	8,595	8,547
Budgetary resources:				
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund)	6,495	8,595	8,547
1160	Appropriation, discretionary (total)	6,495	8,595	8,547
1930	Total budgetary resources available	6,495	8,595	8,547
Change in obligated balance:				
Unpaid obligations:				
3010	Obligations incurred, unexpired accounts	6,495	8,595	8,547
3020	Outlays (gross)	–6,495	–8,595	–8,547
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	6,495	8,595	8,547
Outlays, gross:				
4010	Outlays from new discretionary authority	6,495	8,595	8,547
4180	Budget authority, net (total)	6,495	8,595	8,547
4190	Outlays, net (total)	6,495	8,595	8,547

For 2016, the Budget proposes \$9,915 million for Federal Aviation Administration Operations, of which \$8,547 million would be provided from the Airport and Airway Trust Fund.

ADMINISTRATIVE PROVISIONS

[SEC. 110. None of the funds in this Act may be used to compensate in excess of 600 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2015.]

[SEC. 111. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation, or weather reporting: *Provided*, That the prohibition of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on below-market rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.]

SEC. [112] 110. The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy 49 U.S.C. 41742(a)(1) from fees credited under 49 U.S.C. 45303 and any amount remaining in such account at the close of that fiscal year may be made available to satisfy section 41742(a)(1) for the subsequent fiscal year.

SEC. [113] 111. Amounts collected under section 40113(e) of title 49, United States Code, shall be credited to the appropriation current at the time of collection, to be merged with and available for the same purposes of such appropriation.

SEC. [114] 112. None of the funds in this Act shall be available for paying premium pay under subsection 5546(a) of title 5, United States Code, to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay.

SEC. [115] 113. None of the funds in this Act may be obligated or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card.

[SEC. 116. The Secretary shall apportion to the sponsor of an airport that received scheduled or unscheduled air service from a large certified air carrier (as defined in part 241 of title 14 Code of Federal Regulations, or such other regulations as may be issued by the Secretary under the authority of section 41709) an amount equal to the minimum apportionment specified in 49 U.S.C. 47114(c), if the Secretary determines that airport had more than 10,000 passenger boardings in the preceding calendar year, based on data submitted to the Secretary under part 241 of title 14, Code of Federal Regulations.]

SEC. [117] 114. None of the funds in this Act may be obligated or expended for retention bonuses for an employee of the Federal Aviation Administration without

the prior written approval of the Assistant Secretary for Administration of the Department of Transportation.

[SEC. 118. Subparagraph (D) of section 47124(b)(3) of title 49, United States Code, is amended by striking benefit, and inserting benefit, with the maximum allowable local cost share capped at 20 percent.]

[SEC. 119. Notwithstanding any other provision of law, none of the funds made available under this Act or any prior Act may be used to implement or to continue to implement any limitation on the ability of any owner or operator of a private aircraft to obtain, upon a request to the Administrator of the Federal Aviation Administration, a blocking of that owner's or operator's aircraft registration number from any display of the Federal Aviation Administration's Aircraft Situational Display to Industry data that is made available to the public, except data made available to a Government agency, for the noncommercial flights of that owner or operator.]

[SEC. 119A. None of the funds in this Act shall be available for salaries and expenses of more than 9 political and Presidential appointees in the Federal Aviation Administration.]

[SEC. 119B. None of the funds made available under this Act may be used to increase fees pursuant to section 44721 of title 49, United States Code, until the FAA provides to the House and Senate Committees on Appropriations a report that justifies all fees related to aeronautical navigation products and explains how such fees are consistent with Executive Order 13642.]

[SEC. 119C. None of the funds appropriated or limited by this Act may be used to change weight restrictions or prior permission rules at Teterboro airport in Teterboro, New Jersey.]

[SEC. 119D. None of the funds in this Act may be used to close a regional operations center of the Federal Aviation Administration or reduce its services unless the Administrator notifies the House and Senate Committees on Appropriations not less than 90 full business days in advance.]

[SEC. 119E. Section 916 of Public Law 112–95 is amended by striking Advanced Materials in Transport Aircraft and inserting Joint Advanced Materials and Structures.]

[SEC. 119F. Subsection 47109(c)(2) of title 49, United States Code, is amended by adding before the period, except that at a primary non-hub airport located in a State as set forth in paragraph (1) of this subsection that is within 15 miles of another State as set forth in paragraph (1) of this subsection, the Government's share shall be an average of the Government share applicable to any project in each of the States.] (*Department of Transportation Appropriations Act, 2015.*)

FEDERAL HIGHWAY ADMINISTRATION

The Moving Ahead for Progress in the 21st Century Act (MAP-21) provided two years of stable funding and has helped create jobs, strengthened our transportation system, and grown our economy. However, MAP-21 expired on September 30, 2014, and a short-term extension—the Highway and Transportation Funding Act of 2014—will expire on May 31, 2015. To spur further economic growth and allow States to initiate sound multi-year investments, a long-term authorization is needed. The 2016 Budget reflects the first year of a six-year surface transportation reauthorization proposal to support critical infrastructure projects and create jobs, while improving America's roads, bridges, transit systems, and railways. The reauthorization proposal will also include reforms to improve the review process and delivery of infrastructure projects; support American exports by improving movement within the Nation's freight networks; increase economic mobility by linking economically isolated communities to job opportunities; improve regional coordination by Metropolitan Planning Organizations to stimulate economic development; and advance the Climate Action Plan by building more resilient infrastructure, and encouraging sounder transportation planning.

In summary, the 2016 Federal Highway Administration (FHWA) Budget consists of \$51,307 million in new budget authority and \$45,876 million in outlays (with both totals excluding transfers from the General Fund).

The following table reflects the total funding for all FHWA programs.

[In millions of dollars]			
	2014 actual	2015 est.	2016 est.
Budget Authority:			
Federal-aid highways contract authority (TIF)	40,942	40,941	50,807
Federal-aid subject to limitation	40,256	40,256	50,068
Federal-aid highways exempt from the limitation	686	685	739
Fixing and accelerating surface transportation (TIF)	0	0	500
Miscellaneous appropriations (TIFIA upward reestimate GF)	389	159	0

Miscellaneous trust funds (TF)	25	25	25
ROW Revolving Fund Liq Acct (TF)	-3	0	0
Total Budget Authority	41,353	41,125	51,332
Total Discretionary	0	0	0
Total Mandatory	41,353	41,125	51,332
Obligation Limitation:			
Federal-aid highways (TF)	40,256	40,256	50,568

Note: Numbers may not add due to rounding. Totals do not include transfers with the Federal Transit Administration and the National Highway Traffic Safety Administration. Federal-aid Highways contract authority reflects sequestration in FY14 and FY15.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 069-9911-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0002 69-X-0538 STP	32	38	38
0003 69-X-991 All Others	7	14	14
0083 69-X-0505 TIFIA	389	159	.....
0900 Total new obligations (object class 41.0)	428	211	52
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	214	189	137
1001 Discretionary unobligated balance brought fwd, Oct 1	214	.....	.....
1021 Recoveries of prior year unpaid obligations	12	.....	.....
1050 Unobligated balance (total)	226	189	137
Budget authority:			
1200 Appropriations, mandatory:			
Appropriation	389	159	.....
1260 Appropriations, mandatory (total)	389	159	.....
Spending authority from offsetting collections, discretionary:			
1700 Collected	2	.....	.....
1750 Spending auth from offsetting collections, disc (total)	2	.....	.....
1900 Budget authority (total)	391	159	.....
1930 Total budgetary resources available	617	348	137
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	189	137	85
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	121	99	94
3010 Obligations incurred, unexpired accounts	428	211	52
3020 Outlays (gross)	-438	-216	-58
3040 Recoveries of prior year unpaid obligations, unexpired	-12	.....	.....
3050 Unpaid obligations, end of year	99	94	88
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	121	99	94
3200 Obligated balance, end of year	99	94	88
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	2	.....	.....
Outlays, gross:			
4011 Outlays from discretionary balances	49	57	58
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	-2	.....	.....
Mandatory:			
4090 Budget authority, gross	389	159	.....
Outlays, gross:			
4101 Outlays from mandatory balances	389	159	.....
4180 Budget authority, net (total)	389	159	.....
4190 Outlays, net (total)	436	216	58

This consolidated schedule shows the obligation and outlay of amounts appropriated from the General Fund for miscellaneous programs. The schedule reflects a Transportation Infrastructure Finance and Innovation (TIFIA) Act program upward re-estimate and interest on the re-estimate

of \$389 million for 2014 and \$159 million for 2015. No further discretionary appropriations are requested for 2016.

EMERGENCY RELIEF PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0500-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Emergency Relief Program (Direct)	902	875	75
0900 Total new obligations (object class 41.0)	902	875	75
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,658	950	75
1021 Recoveries of prior year unpaid obligations	194	.....	.....
1050 Unobligated balance (total)	1,852	950	75
1930 Total budgetary resources available	1,852	950	75
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	950	75	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	948	869	938
3010 Obligations incurred, unexpired accounts	902	875	75
3020 Outlays (gross)	-787	-806	-596
3040 Recoveries of prior year unpaid obligations, unexpired	-194	.....	.....
3050 Unpaid obligations, end of year	869	938	417
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	948	869	938
3200 Obligated balance, end of year	869	938	417
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	787	806	596
4190 Outlays, net (total)	787	806	596

The Emergency Relief program receives \$100 million annually in mandatory funds in the Federal-aid Highways account. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users (SAFETEA-LU); and Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted July 6, 2012, authorized the program to receive additional General Fund discretionary funding as needed. In 2012, \$1,662 million was enacted to remain available until expended, and in 2013, \$2,022 million was enacted to remain available until expended, both for necessary expenses resulting from major disasters declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.).

No further appropriations are requested for this account in 2016.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Program and Financing (in millions of dollars)

Identification code 069-0640-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Appalachian Development Highway System	12	.....	.....
0900 Total new obligations (object class 41.0)	12	.....	.....
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	58	50	50
1021 Recoveries of prior year unpaid obligations	4	.....	.....
1050 Unobligated balance (total)	62	50	50
1930 Total budgetary resources available	62	50	50
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	50	50	50

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM—Continued
Program and Financing—Continued

Identification code 069-0640-0-1-401	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	21	25	14
3010 Obligations incurred, unexpired accounts	12	.....	.....
3020 Outlays (gross)	-4	-11	-7
3040 Recoveries of prior year unpaid obligations, unexpired	-4	.....	.....
3050 Unpaid obligations, end of year	25	14	7
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	21	25	14
3200 Obligated balance, end of year	25	14	7
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	4	11	7
4190 Outlays, net (total)	4	11	7

Funding for this program is used for the necessary expenses relating to construction of, and improvements to, corridors of the Appalachian Development Highway System. This schedule shows the obligation and outlay of amounts made available in prior years.

No funding is requested for 2016.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 069-0549-0-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
1930 Total budgetary resources available	1	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1

In FY 1997, FHWA received an appropriation from the General Fund for the State Infrastructure Banks (SIBs) program. This schedule shows the obligation and outlay of that funding. All of the funds have been provided to the States to capitalize the infrastructure banks. Because the funding was provided as grants, and not loans, FHWA will not receive reimbursements of amounts expended for the SIBs program. This schedule shows the obligation and outlay of amounts made available in prior years. No new budgetary resources are requested in FY 2016.

HIGHWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069-0504-0-1-401	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	383	148	2
3011 Obligations incurred, expired accounts	4	.....	.....
3020 Outlays (gross)	-156	-146	-2
3041 Recoveries of prior year unpaid obligations, expired	-83	.....	.....
3050 Unpaid obligations, end of year	148	2	.....
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-2	-2	-2
3090 Uncollected pymts, Fed sources, end of year	-2	-2	-2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	381	146	.....
3200 Obligated balance, end of year	146	.....	-2
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	156	146	2

4190 Outlays, net (total)	156	146	2
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Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 069-0504-0-1-401	2014 actual	2015 est.	2016 est.
Direct loan subsidy outlays:			
134001 Tiger TIFIA Direct Loans (ARRA)	4	1	.....
Direct loan reestimates:			
135001 Tiger TIFIA Direct Loans (ARRA)	-109	-1	.....

Enacted on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$27.5 billion from the General Fund to the Federal Highway Administration (FHWA), of which \$26.6 billion was apportioned to States based on formulas described in the Recovery Act and \$0.9 billion was allocated to programs identified in the Recovery Act, including the Indian Reservation Roads Program, Park Roads and Parkway Program, Forest Highway Program, Refuge Roads Program, Disadvantaged Business Enterprise Bonding Assistance, Territorial Highway Program, Puerto Rico Highway Program, and the Ferry Boat Discretionary Program. Administrative oversight funds were available through September 30, 2012 and all other funds were available through September 30, 2010. The FHWA Recovery Act funds have been used to invest in transportation, environmental protection, and other infrastructure that will provide longer term economic benefits to the Nation. The Recovery Act funds augmented existing investments, authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, enabled States, regional, and local governments to accelerate to completion a number of highway infrastructure projects planned or underway. Since the Recovery Act was enacted in February 2009, more than 42,000 miles of pavement across the United States have been improved. Of the 12,914 highway projects for which Recovery Act funds were obligated, 1,294 projects are under construction and 11,620 projects have been completed. No new budget authority is requested for FY 2016.

PAYMENT TO THE TRANSPORTATION TRUST FUND

Program and Financing (in millions of dollars)

Identification code 069-0534-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Payment to the Transportation Trust Fund (Direct)	21,458	.....	.....
0900 Total new obligations (object class 41.0)	21,458	.....	.....
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	21,458	.....	.....
1260 Appropriations, mandatory (total)	21,458	.....	.....
1930 Total budgetary resources available	21,458	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	21,458	.....	.....
3020 Outlays (gross)	-21,458	.....	.....
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	21,458	.....	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	21,458	.....	.....
4180 Budget authority, net (total)	21,458	.....	.....
4190 Outlays, net (total)	21,458	.....	.....

Section 40251 of Public Law 112-141, *Moving Ahead for Progress in the 21st Century Act* (MAP-21) authorized additional appropriations from the General Fund of the Treasury to the Highway Account in the Highway Trust Fund in the amount of \$6,200,000,000 for FY 2013. This funding was subject to a 5.1% permanent reduction in accordance with Presidential Sequestration Order dated March 1, 2013, pursuant to sections 251A and

256(k) of the Balanced Budget and Emergency Deficit Control Act, as amended (BBEDCA), 2 U.S.C. 901a, 2 U.S.C. 906(k)(1), which resulted in a total transfer of \$5,883,800,000 in FY 2013. For FY 2014, MAP-21 authorized additional appropriations from the General Fund of the Treasury to the Highway Trust Fund in the amount of \$12,600,000,000. Of this amount \$10,400,000,000 was designated for the Highway Account in the Highway Trust Fund, and \$2,200,000,000 was designated for the Mass Transit Account in the Highway Trust Fund. This funding was subject to a 7.2% permanent reduction in accordance with Presidential Sequestration Order dated April 10, 2013 (corrected May 20, 2013), pursuant to the Budget Control Act of 2011, Public Law 112–25, which resulted in a total transfer of \$11,692,800,000 in FY 2014. Of this amount, \$9,651,200,000 went to the Highway Account and \$2,041,600,000 went to the Mass Transit Account. In addition to the FY 2014 funds above, PL 113–159 provided an additional appropriation of funds under the MAP-21 extension. This extension provided an appropriation from the General Fund in the amount of \$9,765,000,000—\$7,765,000,000 to the Highway Account in the Highway Trust Fund, and \$2,000,000,000 to the Mass Transit account. The MAP-21 extension also provided an appropriation from the Leaking Underground Storage Tank Trust Fund in the amount of \$1,000,000,000 to the Highway Account in the Highway Trust Fund. This funding provided by the MAP-21 extension was not subject to sequestration, per OMB A-11 Section 100.15, because the budgetary resources were enacted after the Sequestration order was issued for the applicable year. The FY 2016 payment to the Transportation Trust Fund is comprised of \$19.425 billion to the Highway Account, \$14.3 billion to the Mass Transit Account, \$4.758 billion to the Rail Account, and \$1.25 billion to the Multimodal Account.

PAYMENT TO THE TRANSPORTATION TRUST FUND

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–0534–4–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Payment to the Transportation Trust Fund (Direct)			39,733
0900 Total new obligations (object class 41.0)			39,733
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			39,733
1260 Appropriations, mandatory (total)			39,733
1930 Total budgetary resources available			39,733
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			39,733
3020 Outlays (gross)			–39,733
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			39,733
Outlays, gross:			
4100 Outlays from new mandatory authority			39,733
4180 Budget authority, net (total)			39,733
4190 Outlays, net (total)			39,733

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM DIRECT LOAN
FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069–4123–0–3–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	7,391	12,883	12,231
0713 Payment of interest to Treasury	272	364	465
0742 Downward reestimate paid to receipt account	100	143	

0743 Interest on downward reestimates	66	6	
0900 Total new obligations	7,829	13,396	12,696
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	26	5	24
1021 Recoveries of prior year unpaid obligations	14		
1024 Unobligated balance of borrowing authority withdrawn	–13		
1050 Unobligated balance (total)	27	5	24
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	7,274	12,299	12,249
1440 Borrowing authority, mandatory (total)	7,274	12,299	12,249
Spending authority from offsetting collections, mandatory:			
1800 Collected	746	522	543
1801 Change in uncollected payments, Federal sources	342	750	687
1825 Spending authority from offsetting collections applied to repay debt	–555	–156	–110
1850 Spending auth from offsetting collections, mand (total)	533	1,116	1,120
1900 Financing authority (total)	7,807	13,415	13,369
1930 Total budgetary resources available	7,834	13,420	13,393
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5	24	697

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3,304	9,555	19,769
3010 Obligations incurred, unexpired accounts	7,829	13,396	12,696
3020 Financing disbursements (gross)	–1,564	–3,182	–3,896
3040 Recoveries of prior year unpaid obligations, unexpired	–14		
3050 Unpaid obligations, end of year	9,555	19,769	28,569
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–259	–601	–1,351
3070 Change in uncollected pymts, Fed sources, unexpired	–342	–750	–687
3090 Uncollected pymts, Fed sources, end of year	–601	–1,351	–2,038
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3,045	8,954	18,418
3200 Obligated balance, end of year	8,954	18,418	26,531

Financing authority and disbursements, net:

Mandatory:			
4090 Financing authority, gross	7,807	13,415	13,369
Financing disbursements:			
4110 Financing disbursements, gross	1,564	3,182	3,896
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources: subsidy from program account	–104	–193	–256
4120 Federal sources: Upward Reestimate	–318	–106	
4120 Federal sources: Interest on upward reestimate	–71	–53	
4122 Interest on uninvested funds	–31	–39	–47
4123 Non-Federal sources - Interest payments	–71	–115	–130
4123 Non-Federal sources - Principal payments	–151	–16	–110
4130 Offsets against gross financing auth and disbursements (total)	–746	–522	–543
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	–342	–750	–687
4160 Financing authority, net (mandatory)	6,719	12,143	12,139
4170 Financing disbursements, net (mandatory)	818	2,660	3,353
4180 Financing authority, net (total)	6,719	12,143	12,139
4190 Financing disbursements, net (total)	818	2,660	3,353

Status of Direct Loans (in millions of dollars)

Identification code 069–4123–0–3–401	2014 actual	2015 est.	2016 est.
Position with respect to appropriations act limitation on obligations:			
1111 Direct loan obligations from current-year authority	7,391	12,883	12,231
1150 Total direct loan obligations	7,391	12,883	12,231
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	6,346	8,314	12,311
1231 Disbursements: Direct loan disbursements	1,564	3,182	3,896
1251 Repayments: Repayments and prepayments	–151	–16	–110
1261 Adjustments: Capitalized interest	555	831	1,067
1290 Outstanding, end of year	8,314	12,311	17,164

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM DIRECT LOAN
FINANCING ACCOUNT—Continued

Balance Sheet (in millions of dollars)

Identification code 069-4123-0-3-401	2013 actual	2014 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	26	26
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	6,346	8,314
1402 Interest receivable	19	19
1405 Allowance for subsidy cost (-)	-335	-439
1499 Net present value of assets related to direct loans	6,030	7,894
1999 Total assets	6,056	7,920
LIABILITIES:		
2103 Federal liabilities: Debt	6,056	7,920
4999 Total liabilities and net position	6,056	7,920

TIFIA GENERAL FUND PROGRAM ACCOUNT, FEDERAL HIGHWAY ADMINISTRATION,
TRANSPORTATION

Program and Financing (in millions of dollars)

Identification code 069-0542-0-1-401	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	43	14	3
3020 Outlays (gross)	-29	-11	-2
3050 Unpaid obligations, end of year	14	3	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	43	14	3
3200 Obligated balance, end of year	14	3	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	29	11	2
4190 Outlays, net (total)	29	11	2

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 069-0542-0-1-401	2014 actual	2015 est.	2016 est.
Direct loan subsidy outlays:			
134001 TIFIA TIGER Direct Loans	29	11	2

The Office of the Secretary of Transportation (OST) received appropriations totaling \$1,127 million for TIGER discretionary grants as part of the 2010 and 2011 Department of Transportation (DOT) appropriations acts. The appropriations authorized DOT to pay subsidy and administrative costs, not to exceed \$300 million, of projects eligible for Federal credit assistance under Chapter 6 of Title 23 United States Code. In 2012, \$45 million was provided for TIGER discretionary grants as part of the 2012 DOT appropriation act to pay subsidy and administrative costs. OST has delegated the authority to negotiate and administer Transportation Infrastructure Finance Innovation Act of 1998 loans under this program to the Federal Highway Administration.

No further amounts are requested for 2016.

TIFIA GENERAL FUND DIRECT LOAN FINANCING ACCOUNT, FEDERAL HIGHWAY
ADMINISTRATION, TRANSPORTATION

Program and Financing (in millions of dollars)

Identification code 069-4348-0-3-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
Credit program obligations:			
0713 Payment of interest to Treasury	9	15	26
0900 Total new obligations	9	15	26

Budgetary resources:

Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	5	4	19
1440 Borrowing authority, mandatory (total)	5	4	19
Spending authority from offsetting collections, mandatory:			
1800 Collected	32	23	9
1801 Change in uncollected payments, Federal sources	-28	-12	-2
1850 Spending auth from offsetting collections, mand (total)	4	11	7
1900 Financing authority (total)	9	15	26
1930 Total budgetary resources available	9	15	26

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,000	702	209
3010 Obligations incurred, unexpired accounts	9	15	26
3020 Financing disbursements (gross)	-307	-508	-235
3050 Unpaid obligations, end of year	702	209	.....
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-43	-15	-3
3070 Change in uncollected pymts, Fed sources, unexpired	28	12	2
3090 Uncollected pymts, Fed sources, end of year	-15	-3	-1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	957	687	206
3200 Obligated balance, end of year	687	206	-1

Financing authority and disbursements, net:

Mandatory:			
4090 Financing authority, gross	9	15	26
Financing disbursements:			
4110 Financing disbursements, gross	307	508	235
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	-28	-11	-2
4122 Interest on uninvested funds	-2	-7	-3
4123 Non-Federal sources	-2	-5	-4
4130 Offsets against gross financing auth and disbursements (total)	-32	-23	-9
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	28	12	2
4160 Financing authority, net (mandatory)	5	4	19
4170 Financing disbursements, net (mandatory)	275	485	226
4180 Financing authority, net (total)	5	4	19
4190 Financing disbursements, net (total)	275	485	226

Status of Direct Loans (in millions of dollars)

Identification code 069-4348-0-3-401	2014 actual	2015 est.	2016 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year .....	.....	307	808
1231 Disbursements: Direct loan disbursements	307	493	209
1261 Adjustments: Capitalized interest .....	.....	8	20
1290 Outstanding, end of year	307	808	1,037

Balance Sheet (in millions of dollars)

Identification code 069-4348-0-3-401	2013 actual	2014 actual
ASSETS:		
1401 Net value of assets related to post-1991 direct loans receivable:	307
1999 Direct loans receivable, gross	307
1999 Total assets	307

TIGER TIFIA DIRECT LOAN FINANCING ACCOUNT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069-4347-0-3-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
Credit program obligations:			
0713 Payment of interest to Treasury	18	15	15
0742 Downward reestimate paid to receipt account	101	1	.....
0743 Interest on downward reestimates	8	.....	.....
0900 Total new obligations	127	16	15

Budgetary resources:				
Unobligated balance:				
1021	Recoveries of prior year unpaid obligations	18		
1024	Unobligated balance of borrowing authority withdrawn	-18		
Financing authority:				
Borrowing authority, mandatory:				
1400	Borrowing authority	127	16	15
1440	Borrowing authority, mandatory (total)	127	16	15
Spending authority from offsetting collections, mandatory:				
1800	Collected	4	1	
1801	Change in uncollected payments, Federal sources	-4	-1	
1900	Financing authority (total)	127	16	15
1930	Total budgetary resources available	127	16	15

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	72	9	1
3010	Obligations incurred, unexpired accounts	127	16	15
3020	Financing disbursements (gross)	-172	-24	-15
3040	Recoveries of prior year unpaid obligations, unexpired	-18		
3050	Unpaid obligations, end of year	9	1	1
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-5	-1	
3070	Change in uncollected pymts, Fed sources, unexpired	4	1	
3090	Uncollected pymts, Fed sources, end of year	-1		
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	67	8	1
3200	Obligated balance, end of year	8	1	1

Financing authority and disbursements, net:				
Mandatory:				
4090	Financing authority, gross	127	16	15
Financing disbursements:				
4110	Financing disbursements, gross	172	24	15
Offsets against gross financing authority and disbursements:				
Offsetting collections (collected) from:				
4120	Federal sources	-4	-1	
Additional offsets against financing authority only (total):				
4140	Change in uncollected pymts, Fed sources, unexpired	4	1	
4160	Financing authority, net (mandatory)	127	16	15
4170	Financing disbursements, net (mandatory)	168	23	15
4180	Financing authority, net (total)	127	16	15
4190	Financing disbursements, net (total)	168	23	15

Status of Direct Loans (in millions of dollars)

Identification code 069-4347-0-3-401	2014 actual	2015 est.	2016 est.
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	418	481
1231	Disbursements: Direct loan disbursements	45	9
1261	Adjustments: Capitalized interest	18	21
1290	Outstanding, end of year	481	511

Balance Sheet (in millions of dollars)

Identification code 069-4347-0-3-401	2013 actual	2014 actual
ASSETS:		
1401	Net value of assets related to post-1991 direct loans receivable:	
	Direct loans receivable, gross	418
1999	Total assets	418
LIABILITIES:		
2104	Federal liabilities: Resources payable to Treasury	418
4999	Total liabilities and net position	418

HIGHWAY INFRASTRUCTURE PROGRAMS**Program and Financing** (in millions of dollars)

Identification code 069-0548-0-1-401	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	104	39
3020	Outlays (gross)	-61	-33
3041	Recoveries of prior year unpaid obligations, expired	-4	

3050	Unpaid obligations, end of year	39	6
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	104	39
3200	Obligated balance, end of year	39	6

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	61	33
4190	Outlays, net (total)	61	33

In 2010, the Congress appropriated \$650 million for the restoration, repair, and construction of highway infrastructure, and other activities eligible under paragraph (b) of section 133 of title 23, United States Code.

No further appropriations are requested in 2016.

Trust Funds**RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT****Program and Financing** (in millions of dollars)

Identification code 069-8402-0-8-401	2014 actual	2015 est.	2016 est.
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Budgetary resources:

Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800	Collected	3	
1820	Capital transfer of spending authority from offsetting collections to general fund	-3	

Change in obligated balance:

Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	4	4
3020	Outlays (gross)		-4
3050	Unpaid obligations, end of year	4	
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	4	4
3200	Obligated balance, end of year	4	

Budget authority and outlays, net:

Mandatory:			
Outlays, gross:			
4101	Outlays from mandatory balances		4
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4123	Non-Federal sources	-3	
4180	Budget authority, net (total)	-3	
4190	Outlays, net (total)	-3	4

Status of Direct Loans (in millions of dollars)

Identification code 069-8402-0-8-401	2014 actual	2015 est.	2016 est.
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year		
1290	Outstanding, end of year		

The Federal-Aid Highway Act of 1968 authorized the establishment of a right-of-way revolving fund. This fund was used to make cash advances to States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from significantly increasing construction costs.

This program was terminated by the Transportation Equity Act for the 21st Century of 1998 but will continue to be shown for reporting purposes as loan balances remain outstanding. The purchase of right-of-way is an eligible expense of the Federal-Aid Highway program. No new budgetary resources are requested in FY 2016.

TRANSPORTATION TRUST FUND

Program and Financing (in millions of dollars)

Identification code 069-8102-0-7-401	2014 actual	2015 est.	2016 est.
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	1,957	10,696	782
5001 Total investments, EOY: Federal securities: Par value	10,696	782	.....

The Highway Revenue Act of 1956, as amended, provides for the transfer from the General Fund to the Highway Trust Fund of revenue from the motor fuel tax and certain other taxes paid by highway users. The Secretary of the Treasury estimates the amounts to be transferred. In turn, appropriations are authorized from this fund to meet expenditures for Federal-aid highways and other programs as specified by law. The Administration proposes to rename the Highway Trust Fund as the Transportation Trust Fund, and create new Rail and Multimodal accounts to finance intercity passenger and freight rail investments, as well as competitively awarded surface transportation grants.

The following Status of Funds table presents the status of the proposed Transportation Trust Fund.

Cash balances.—The Status of Funds table begins with the unexpended balance on a "cash basis" at the start of the year. The table shows the amount of cash invested in Federal securities at par value and the amount of cash on hand, i.e., uninvested balance. Next, the table provides the amounts of cash income and cash outlays during each year to show the cash balance at the end of each year.

Revenues.—The Budget presentation includes estimated receipts from existing Highway Trust Fund excise taxes, which would continue to be deposited into the Highway and Mass Transit Accounts of the expanded Transportation Trust Fund in the same manner as current law.

General Fund Transfers.—The Moving Ahead for Progress in the 21st Century Act (Public Law 112-141) authorized transfers into the Highway Trust Fund of \$2.4 billion from the Leaking Underground Storage Tank (LUST) Trust Fund in fiscal year (FY) 2012, \$6.2 billion from the General Fund in FY 2013, and \$12.6 billion from the General Fund in FY 2014. The Highway and Transportation Funding Act of 2014 (Public Law 113-159) authorized transfers into the Highway Trust Fund of \$1.0 billion from the LUST Trust Fund in FY 2014, and \$9.8 billion from the General Fund in FY 2014. The Budget reflects these transfers less sequestration reductions, and also proposes to transfer an additional \$238 billion over six years into the Transportation Trust Fund to maintain trust fund solvency and pay for increased outlays associated with the Administration's surface transportation reauthorization proposal. The \$238 billion reinvests the transition revenue from pro-growth business tax reform to fully offset both baseline solvency needs and the increased cost of the proposed reauthorization.

Status of Funds (in millions of dollars)

Identification code 069-8102-0-7-401	2014 actual	2015 est.	2016 est.
Unexpended balance, start of year:			
0100 Balance, start of year	6,263	14,846	782
0110 Federal-aid Highways [021-15-8083-0]	-83	.....	.....
0111 Federal-aid Highways [021-15-8083-0]	86	.....	.....
Adjustments:			
0191 Cash reconciliation adjustment	-3	.....	.....
0199 Total balance, start of year	6,263	14,846	782
Cash income during the year:			
Current law:			
Receipts:			
1200 Transportation Trust Fund, Deposits (Highway Account)	34,033	34,381	34,693
1200 Transportation Trust Fund, Deposits (Mass Transit Account)	5,016	4,880	4,867
Offsetting receipts (intragovernmental):			
1240 Payment from the General Fund, Transportation Trust Fund (Mass Transit)	4,042	.....	.....
1240 Transfer from the Leaking Underground Storage Tank Trust Fund, Transportation Trust Fund (Highway Account)	1,000	.....	.....
1240 Earnings on Investments, Transportation Trust Fund	4	.....	.....

1240	Payment from the General Fund, Transportation Trust Fund (Highway)	17,416	.....	.....
Offsetting collections:				
1280	Federal-aid Highways	65	340	340
1280	Federal-aid Highways	59	.....	.....
1280	Right-of-way Revolving Fund Liquidating Account	3	.....	.....
1280	Motor Carrier Safety Operations and Programs	18	15	15
1280	Operations and Research (Transportation Trust Fund)	17	30	30
1299	Income under present law	61,673	39,646	39,945
Proposed legislation:				
Receipts:				
2200	Transportation Trust Fund, Deposits (Highway Account) .....	.....	.....	-4
2200	Transportation Trust Fund, Deposits (Mass Transit Account) .....	.....	.....	-1
Offsetting receipts (intragovernmental):				
2240	Payment from the General Fund, Transportation Trust Fund (Mass Transit) .....	.....	.....	14,300
2240	Payment from the General Fund, Transportation Trust Fund (Highway) .....	.....	.....	19,425
2240	Payment from the General Fund, Transportation Trust Fund (Rail Account) .....	.....	.....	4,758
2240	Payment from the General Fund, Transportation Trust Fund (Multimodal Account) .....	.....	.....	1,250
2299	Income under proposed legislation .....	.....	.....	39,728
3299	Total cash income	61,673	39,646	79,673
Cash outgo during year:				
Current law:				
4500	Federal-aid Highways	-42,634	-42,851	-32,165
4500	Federal-aid Highways .....	.....	.....	-10,686
4500	Right-of-way Revolving Fund Liquidating Account .....	.....	-4	.....
4500	Miscellaneous Transportation Trust Funds	-9	-24	-30
4500	National Motor Carrier Safety Program .....	.....	-10	-2
4500	Motor Carrier Safety Grants	-279	-312	-266
4500	Motor Carrier Safety Grants .....	.....	.....	-89
4500	Motor Carrier Safety Operations and Programs .....	.....	.....	-209
4500	Motor Carrier Safety Operations and Programs	-273	-295	-65
4500	Operations and Research (Transportation Trust Fund)	-125	-177	-94
4500	Operations and Research (Transportation Trust Fund) .....	.....	.....	-82
4500	Highway Traffic Safety Grants	-634	-684	-443
4500	Highway Traffic Safety Grants .....	.....	.....	-234
4500	Discretionary Grants (Transportation Trust Fund, Mass Transit Account)	-10	-9	-1
4500	Transit Formula Grants	-9,126	-9,344	-7,544
4500	Transit Formula Grants .....	.....	.....	-1,858
4599	Outgo under current law (-)	-53,090	-53,710	-53,768
Proposed legislation:				
5500	Federal-aid Highways .....	.....	.....	-2,481
5500	Fixing and Accelerating Surface Transportation .....	.....	.....	-135
5500	Motor Carrier Safety Grants .....	.....	.....	-6
5500	Motor Carrier Safety Operations and Programs .....	.....	.....	-38
5500	Operations and Research (Transportation Trust Fund) .....	.....	.....	-111
5500	Highway Traffic Safety Grants .....	.....	.....	-2
5500	Rail Service Improvement Program .....	.....	.....	-438
5500	Current Passenger Rail Service .....	.....	.....	-1,376
5500	Transit Formula Grants .....	.....	.....	-980
5500	Fixing and Accelerating Surface Transportation .....	.....	.....	-95
5500	Public Transportation Emergency Relief Program .....	.....	.....	-10
5500	Transit Research and Training .....	.....	.....	-12
5500	Capital Investment Grants .....	.....	.....	-942
5500	Bus Rapid Transit Program .....	.....	.....	-75
5599	Outgo under proposed legislation (-) .....	.....	.....	-6,701
6599	Total cash outgo (-)	-53,090	-53,710	-60,469
7645	Federal-aid Highways	-1,159	-1,167	-1,070
7645	Federal-aid Highways	-239	.....	.....
7645	Federal-aid Highways	51	.....	.....
7645	Highway Traffic Safety Grants	239	.....	.....
7645	Transit Formula Grants	-51	.....	.....
7645	Transit Formula Grants	1,159	1,167	1,070
7650	Right-of-way Revolving Fund Liquidating Account	-3	.....	.....
Manual Adjustments:				
7691	Cash reconciliation adjustment	3	.....	.....
7699	Total adjustments .....	.....	.....	.....
Unexpended balance, end of year:				
8700	Uninvested balance (net), end of year	4,150	.....	-1
8701	Transportation Trust Fund	10,696	782	.....
8701	Transportation Trust Fund .....	.....	.....	19,987

8799	Total balance, end of year	14,846	782	19,986
TRANSPORTATION TRUST FUND				
(Legislative proposal, subject to PAYGO)				
Program and Financing (in millions of dollars)				
Identification code 069–8102–4–7–401	2014 actual	2015 est.	2016 est.	
Memorandum (non-add) entries:				
5001	Total investments, EOY: Federal securities: Par value			19,987

FEDERAL-AID HIGHWAYS**LIMITATION ON ADMINISTRATIVE EXPENSES****([HIGHWAY] TRANSPORTATION TRUST FUND)****(INCLUDING TRANSFER OF FUNDS)**

[Not] *Contingent upon enactment of multi-year surface transportation authorization legislation, not to exceed \$426,100,000 a total of \$442,248,000, together with advances and reimbursements received by the Federal Highway Administration, shall be obligated for necessary expenses for administration and operation of the Federal Highway Administration. In addition, not to exceed \$3,248,000 shall be or transferred to the Appalachian Regional Commission in accordance with section 104(a) of title 23, United States Code. (Department of Transportation Appropriations Act, 2015.)*

(LIMITATION ON OBLIGATIONS)**([HIGHWAY] TRANSPORTATION TRUST FUND)**

[Funds] *Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the implementation or execution of programs of Federal-aid [Highways] highway and highway safety construction programs authorized under titles 23 and 49, United States Code, and the provisions of [Public Law 112–141] such authorization legislation shall not exceed total obligations of \$40,256,000,000 \$50,068,248,000 for fiscal year [2015] 2016: Provided, That the Secretary may collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: Provided further, That such fees are available until expended to pay for such costs: Provided further, That such amounts are in addition to administrative expenses that are also available for such purpose, and are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code. (Department of Transportation Appropriations Act, 2015.)*

(LIQUIDATION OF CONTRACT AUTHORIZATION)**([HIGHWAY] TRANSPORTATION TRUST FUND)**

[For] *Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out Federal-aid [Highways] highway and highway safety construction programs authorized under title 23, United States Code, \$40,995,000,000 \$50,807,248,000 derived from the [Highway Trust Fund (other than the Mass Transit Account)] Highway account of the Transportation Trust Fund, to remain available until expended. (Department of Transportation Appropriations Act, 2015.)*

Program and Financing (in millions of dollars)

Identification code 069–8083–0–7–401	2014 actual	2015 est.	2016 est.	
Obligations by program activity:				
0010	Surface transportation program	11,971	12,479	12,551
0014	National highway performance program	18,442	19,224	19,334
0015	Congestion mitigation and air quality improvement program	1,296	1,351	1,359
0016	Highway safety improvement program	2,398	2,500	2,514
0017	Metropolitan transportation planning	248	259	260
0018	Transportation alternatives	262	273	275
0024	Federal lands and tribal programs	667	700	750
0029	Research, technology and education program	385	390	395
0032	Administration - LAE	411	412	412
0033	Administration - ARC	2	2	2
0058	Other programs	3,986	2,334	2,056
0091	Programs subject to obligation limitation	40,068	39,924	39,908

0211	Exempt Programs	780	820	804
0500	Total direct program	40,848	40,744	40,712
Credit program obligations:				
0701	Direct loan subsidy	446	943	943
0709	Administrative expenses	5	5	5
0791	Direct program activities, subtotal	451	948	948
0799	Total direct obligations	41,299	41,692	41,660
0801	Federal-aid Highways (Reimbursable)	98	340	340
0900	Total new obligations	41,397	42,032	42,000

Budgetary resources:

Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	27,859	26,149	24,098
1001	Discretionary unobligated balance brought fwd, Oct 1	522	519	
1013	Unobligated balance of contract authority transferred to or from other accounts [069–8350]	18		
1020	Adjustment of unobligated bal brought forward, Oct 1	–83		
1050	Unobligated balance (total)	27,794	26,149	24,098
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund)	40,995	40,995	40,995
1120	Appropriations transferred to other accts [069–8350]	–1,159	–1,167	–1,070
1120	Appropriations transferred to other accts [069–8020]	–239		
1121	Appropriations transferred from other acct [069–8350]	51		
1137	Appropriations applied to liquidate contract authority	–39,648	–39,828	–39,925
Contract authority, mandatory:				
1600	Contract authority	40,995	40,995	40,995
1610	Transferred to other accounts [069–8350]	–1,310	–1,300	–1,300
1610	Transferred to other accounts [069–8020]	–100		
1611	Transferred from other accounts [069–8350]	33		
1621	Contract authority temporarily reduced	–53	–54	
1640	Contract authority, mandatory (total)	39,565	39,641	39,695
Spending authority from offsetting collections, discretionary:				
1700	Collected	124	340	340
1701	Change in uncollected payments, Federal sources	63		
1750	Spending auth from offsetting collections, disc (total)	187	340	340
1900	Budget authority (total)	39,752	39,981	40,035
1930	Total budgetary resources available	67,546	66,130	64,133
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	26,149	24,098	22,133
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	66,931	65,694	64,875
3010	Obligations incurred, unexpired accounts	41,397	42,032	42,000
3020	Outlays (gross)	–42,634	–42,851	–32,165
3050	Unpaid obligations, end of year	65,694	64,875	74,710
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	–777	–754	–754
3061	Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1	86		
3070	Change in uncollected pymts, Fed sources, unexpired	–63		
3090	Uncollected pymts, Fed sources, end of year	–754	–754	–754
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	66,240	64,940	64,121
3200	Obligated balance, end of year	64,940	64,121	73,956

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	187	340	340
Outlays, gross:				
4010	Outlays from new discretionary authority	11,319	10,858	340
4011	Outlays from discretionary balances	30,603	31,214	31,045
4020	Outlays, gross (total)	41,922	42,072	31,385
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–65	–340	–340
4033	Non-Federal sources	–59		
4040	Offsets against gross budget authority and outlays (total)	–124	–340	–340
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	–63		
4080	Outlays, net (discretionary)	41,798	41,732	31,045
Mandatory:				
4090	Budget authority, gross	39,565	39,641	39,695
Outlays, gross:				
4100	Outlays from new mandatory authority	196	185	200
4101	Outlays from mandatory balances	516	594	580
4110	Outlays, gross (total)	712	779	780
4180	Budget authority, net (total)	39,565	39,641	39,695

FEDERAL-AID HIGHWAYS—Continued
Program and Financing—Continued

Identification code 069–8083–0–7–401	2014 actual	2015 est.	2016 est.
4190 Outlays, net (total)	42,510	42,511	31,825
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority	60,961	60,813	60,626
5053 Obligated balance, EOY: Contract authority	60,813	60,626	60,396
5061 Limitation on obligations (Transportation Trust Funds)	40,256	38,956	.....
5099 Unexpired unavailable balance, SOY: Contract authority .....	.....	53	107
5100 Unexpired unavailable balance, EOY: Contract authority	53	107	107

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 069–8083–0–7–401	2014 actual	2015 est.	2016 est.
Direct loan levels supportable by subsidy budget authority:			
115002 TIFIA Direct Loans	7,391	12,883	12,231
115999 Total direct loan levels	7,391	12,883	12,231
Direct loan subsidy (in percent):			
132002 TIFIA Direct Loans	6.05	7.32	7.71
132999 Weighted average subsidy rate	6.05	7.32	7.71
Direct loan subsidy budget authority:			
133002 TIFIA Direct Loans	447	943	943
133999 Total subsidy budget authority	447	943	943
Direct loan subsidy outlays:			
134002 TIFIA Direct Loans	104	193	256
134999 Total subsidy outlays	104	193	256
Direct loan reestimates:			
135002 TIFIA Direct Loans	222	10	.....
135999 Total direct loan reestimates	222	10	.....
Administrative expense data:			
3510 Budget authority	5	5	5
3590 Outlays from new authority	5	5	5

The Federal-aid Highways (FAH) program is designed to aid in the development, operations, and management of an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and moves people and goods safely. All programs included within FAH are proposed to be financed from the Highway Account of the Transportation Trust Fund (currently the Highway Trust Fund), and most are distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.

The current authorization for Federal surface transportation programs (the Highway and Transportation Funding Act of 2014) was enacted on October 1, 2014, and will expire on May 31, 2015. This followed the Moving Ahead for Progress in the 21st Century Act, or MAP-21, which was enacted on July 6, 2012. MAP-21 and the current short-term authorization extension have provided stable funding and have helped create jobs, strengthened our transportation system, and grown our economy. However, to spur further economic growth and allow States to initiate sound multi-year investments, a long-term authorization is needed. The 2016 Budget reflects the first year of a six-year surface transportation reauthorization proposal to support critical infrastructure projects and create jobs, while improving America's roads, bridges, transit systems, and railways. The reauthorization proposal will also include reforms to improve the review process and delivery of infrastructure projects; support American exports by improving movement within the Nation's freight networks; increase economic mobility by linking economically isolated communities to job opportunities; improve regional coordination by Metropolitan Planning Organizations to stimulate economic development; and advance the Climate Action Plan by building more resilient infrastructure, and encouraging sounder transportation planning.

The Federal Highway Administration's (FHWA) 2016 budget consists of the following programs: Highway Safety Improvement Program; National

Highway Performance Program; Surface Transportation Program; Congestion Mitigation and Air Quality Improvement Program; Metropolitan Transportation Planning Program; Transportation Alternatives Program; Federal Lands and Tribal Transportation Programs; Transportation Infrastructure Finance and Innovation Act (TIFIA) Program; Freight Program; Critical Immediate Investments Program; Research, Technology and Education Program; and Federal Allocation Programs.

Highway Safety Improvement Program.—The performance-based Highway Safety Improvement Program (\$2.6 billion) provides funding to significantly reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on Tribal land, and the program is directly tied to the Department's safety goal and Roadway Safety Plan principles. The request represents a modest increase over the Fiscal Year 2015 safety program. Improving roadway safety is a top priority of the Department, and has been designated one of DOT's Agency Priority Goals. FHWA, through national leadership and innovation, focuses on improving the safety of roadway infrastructure on all public roads. The program provides a data- and performance-driven strategic approach to improving traffic safety to reduce fatalities and serious injuries. It strengthens coordination among all highway safety modes, including National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) safety programs in conjunction with all Department safety initiatives. It continues the requirement that each State utilize a Strategic Highway Safety Plan. This statewide, coordinated safety plan provides a comprehensive framework for establishing statewide goals, objectives, and performance targets while ensuring the effective use of safety-focused funding.

National Highway Performance Program.—The National Highway Performance Program (\$22.3 billion) focuses significant Federal resources for the following purposes: to support the condition and performance of the National Highway System (NHS); to support the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction support progress toward the achievement of performance targets for the NHS. The program includes performance management features, holds States accountable for achieving performance targets, and provides flexibility to States for making transportation investment decisions. It is a formula-based program that provides funding to maintain and improve the NHS. MAP-21 redefined the NHS as a network composed of the Interstate System, all principal arterials, intermodal connectors, and roads important to national defense. The redefined NHS now totals approximately 220,000 miles. The NHS provides mobility to the vast majority of the Nation's population and almost all of its commerce. It supports national defense and promotes intermodal connectivity. While NHS mileage accounts for a small portion of the Nation's public road mileage, it carries 55 percent of all vehicular traffic and 97 percent of truck-borne freight. While it comprises 53 percent of U.S. highway border crossings, it handles 98 percent of the value of total truck trade with Canada and Mexico.

Surface Transportation Program.—The Surface Transportation Program (\$10.3 billion) provides flexible funding that may be used by States and localities for projects to preserve and improve the condition and performance on any Federal-aid highway, bridges on any public road, and transit capital projects, including intercity bus terminals. The flexible nature of this program allows States to direct funding to areas of greatest need while also fostering innovation. This program gives State transportation agencies the ability to target funding to State and local priorities. States will identify projects for funding in consultation with local transportation officials in rural areas and in cooperation with the Metropolitan Planning Organization (MPO) in metropolitan areas.

Congestion Mitigation and Air Quality Improvement Program.—The Congestion Mitigation and Air Quality (CMAQ) Improvement Program (\$2.3 billion) will help States, local governments, and private-sector sponsors reduce highway congestion and harmful emissions, and assist many areas in reaching attainment of the National Ambient Air Quality Standards (NAAQS), an environmental priority. The CMAQ program

provides a flexible funding source for State and local governments to fund transportation projects and programs that are designed to help localities meet the requirements of the Clean Air Act and its amendments, and help reduce regional congestion on transportation networks. CMAQ investments support transportation projects that are designed to reduce the emissions from mobile sources in areas that have been designated as in nonattainment or in maintenance of the NAAQS by the Environmental Protection Agency. As in MAP-21, and the current short-term authorization extension, the 2016 program also places considerable emphasis on projects that reduce highway congestion.

Metropolitan Transportation Planning Program.—The Metropolitan Transportation Planning Program (\$320 million) provides funds for use by Metropolitan Planning Organizations (MPOs) for multimodal transportation planning and programming in metropolitan areas. Metropolitan planning activities include: the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder groups.

Transportation Alternatives Program.—The Transportation Alternatives Program (\$847 million) supports the Department's strategic goal to improve quality of life through policies and investments that increase transportation choices and access to transportation services. Eligible projects include, but are not limited to, pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.

Federal Lands and Tribal Transportation Programs.—The Federal Lands and Tribal Transportation Programs (\$1.3 billion) provide funding for transportation projects on Federal and Tribal lands for construction and engineering projects that will: provide multi-modal access to basic community services including safer all-weather access to schools and healthcare facilities for 566 federally-recognized sovereign Tribal governments; improve multi-modal access to recreational areas on public lands/national treasures; and expand economic development in and around Federal and Tribal lands while preserving the environment and reducing congestion.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.—The TIFIA Program (\$1.0 billion) provides contract authority to cover the subsidy cost of providing credit assistance for nationally or regionally significant transportation projects. The TIFIA Program leverages Federal dollars in a time of scarce budgetary resources, facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects sooner. This program offers flexible repayment terms and attracts private capital to facilitate transportation projects that would otherwise go unfunded.

Research, Technology, and Education Program.—The Research, Technology, and Education (RT&E) Program (\$496 million) provides for a comprehensive, nationally-coordinated research, technology, and education program that will advance the Department of Transportation's organizational goals, while accelerating innovation delivery and technology implementation. The proposal carries forward the MAP-21 restructured FHWA research, development and technology activities which include: a highway research and development program; a technology and innovation deployment program; and a training and education activities program. The RT&E Program also supports activities in the areas of safety, infrastructure preservation, operations, environmental sustainability, and policy. FHWA is in a unique leadership position to identify and address issues that require high-risk, long-term research, and research on emerging issues of national significance. FHWA's leadership role is necessary to build effective partnerships to maximize the investment in the transportation system. The entire innovation lifecycle is covered under the RT&E Program umbrella from agenda setting to the deployment of technologies and innovations. In addition, there is up to \$25 million for implementation of the Future Strategic Highway Research Program as the result of a takedown from the amount authorized for apportioned programs.

Federal Allocation Programs.—This categorization consists of funding (\$502 million) for several important programs: Emergency Relief; Territorial and Puerto Rico Highway Program; Construction of Ferry Boats and Ferry Terminal Facilities; On-the-Job Training; Disadvantaged Business Enterprise; Highway Use Tax Evasion Projects; Ladders of Opportunity; and Performance Management Data Support Program. The Emergency Relief Program has been funded through a recurring annual authorization of \$100 million since 1972. Emergency Relief funding assists Federal, State, Tribal, and local governments with the expense of repairing serious damage to Federal-aid, Tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. The Territorial and Puerto Rico Highway Program provides funding for critical highway programs in Puerto Rico and the four territories of American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the United States Virgin Islands. The Construction of Ferry Boats and Ferry Terminal Facilities program provides funding for the construction of ferry boats and ferry terminal facilities which will improve connectivity between NHS segments, provide travel mode options, and reduce congestion. The On-the-Job Training program provides funding for developing, conducting, and administering surface transportation and technology training, including skill improvement programs and job readiness. The Disadvantaged Business Enterprise program provides funding for developing, conducting, and administering training and assistance programs to increase the proficiency of minority businesses to compete, on an equal basis, for contracts and subcontracts. The Highway Use Tax Evasion Projects program provides funding to the Internal Revenue Service, other Federal agencies, and the States to carry out intergovernmental enforcement efforts along with training and research to reduce evasion of payment of motor fuel and other highway use taxes, which are the principal sources for Federal and State highway funding. The Performance Management Data Support Program, a new program proposed in the President's Budget, provides funding to assist MPOs, States and the Department in carrying out the performance management requirements contained in Title 23, United States Code, and enables FHWA to provide enhanced data and tools to assist States and MPOs in targeting operational and capital investments strategically, and implement policies effectively in support of the national transportation system. The Ladders of Opportunity Program, a new program proposed in the President's Budget, is a two-part program that: provides enhanced developmental opportunities for disadvantaged persons to qualify them for and place them in transportation jobs; and engage large metropolitan planning organizations (MPOs) in pilot activities that identify and implement approaches to enhance transportation connections to economic opportunities.

Freight Program.—The President's Budget requests \$1.0 billion for a new program providing a dedicated source of funding to improve the delivery of freight projects, which will foster economic growth. This program offers a mechanism to solve project partnership and administration challenges that have proven difficult to address through existing programs. The program will incentivize regional planning by providing funding for multi-modal, multi-jurisdictional and corridor-based projects, and by requiring the development of statewide freight plans with regional planning participation.

Critical Immediate Safety Investments Program (CISIP).—The President's Budget provides \$7.5 billion as part of the "Fix-it-First" initiative to focus on the reconstruction, restoration, rehabilitation, preservation or safety improvement of existing highway assets. The program will reduce the number of structurally deficient Interstate Highway System (IHS) bridges, target safety investments where Federal infrastructure safety funds are not frequently used and support a state of good repair on the National Highway System (NHS).

FEDERAL-AID HIGHWAYS—Continued

Object Classification (in millions of dollars)

Identification code 069-8083-0-7-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	284	288	289
11.3 Other than full-time permanent	2	2	2
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	289	293	294
12.1 Civilian personnel benefits	81	82	83
21.0 Travel and transportation of persons	18	18	18
22.0 Transportation of things	1	1	1
23.1 Rental payments to GSA	28	30	30
23.2 Rental payments to others	1	1	1
23.3 Communications, utilities, and miscellaneous charges	4	4	4
24.0 Printing and reproduction	1	1	1
25.1 Advisory and assistance services	86	86	86
25.2 Other services from non-Federal sources	288	288	288
25.3 Other goods and services from Federal sources	463	463	463
25.7 Operation and maintenance of equipment	38	36	36
26.0 Supplies and materials	3	3	3
31.0 Equipment	6	6	6
33.0 Investments and loans	446	943	943
41.0 Grants, subsidies, and contributions	38,992	38,883	38,849
99.0 Direct obligations	40,745	41,138	41,106
99.0 Reimbursable obligations	98	340	340
Allocation Account - direct:			
Personnel compensation:			
11.1 Full-time permanent	12	12	12
11.5 Other personnel compensation	39	39	39
11.9 Total personnel compensation	51	51	51
12.1 Civilian personnel benefits	15	15	15
21.0 Travel and transportation of persons	1	1	1
22.0 Transportation of things	1	1	1
23.1 Rental payments to GSA	2	2	2
23.3 Communications, utilities, and miscellaneous charges	6	6	6
25.1 Advisory and assistance services	53	53	53
25.2 Other services from non-Federal sources	42	42	42
25.3 Other goods and services from Federal sources	15	15	15
25.4 Operation and maintenance of facilities	60	60	60
25.5 Research and development contracts	3	3	3
25.7 Operation and maintenance of equipment	1	1	1
26.0 Supplies and materials	9	9	9
31.0 Equipment	7	7	7
32.0 Land and structures	49	49	49
41.0 Grants, subsidies, and contributions	239	239	239
99.0 Allocation account - direct	554	554	554
99.9 Total new obligations	41,397	42,032	42,000

Employment Summary

Identification code 069-8083-0-7-401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	2,640	2,544	2,636
2001 Reimbursable civilian full-time equivalent employment	217	217	217
3001 Allocation account civilian full-time equivalent employment	2	3	3

FEDERAL-AID HIGHWAYS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-8083-7-7-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			623
1137 Appropriations applied to liquidate contract authority			-623
Contract authority, mandatory:			
1600 Contract authority			623
1640 Contract authority, mandatory (total)			623
1900 Budget authority (total)			623
1930 Total budgetary resources available			623
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			623

Change in obligated balance:

3020 Unpaid obligations:			
Outlays (gross)			-10,686
3050 Unpaid obligations, end of year			-10,686
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-10,686

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		-10,518	
4011 Outlays from discretionary balances		-31,162	-30,986
4020 Outlays, gross (total)		-41,680	-30,986
Mandatory:			
4090 Budget authority, gross			623
Outlays, gross:			
4100 Outlays from new mandatory authority		10,518	10,686
4101 Outlays from mandatory balances		31,162	30,986
4110 Outlays, gross (total)		41,680	41,672
4180 Budget authority, net (total)			623
4190 Outlays, net (total)			10,686

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)			39,579
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The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2015 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

FEDERAL-AID HIGHWAYS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-8083-9-7-401	2014 actual	2015 est.	2016 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	-11,195		
4011 Outlays from discretionary balances	-30,575		
4020 Outlays, gross (total)	-41,770		
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	11,195		
4101 Outlays from mandatory balances	30,575		
4110 Outlays, gross (total)	41,770		

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2014 actual amounts, for comparability purposes.

FEDERAL-AID HIGHWAYS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8083-4-7-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0061 Surface transportation program			160
0062 National highway performance program			358
0063 Congestion mitigation and air quality improvement program			47
0064 Highway safety improvement program			132
0065 Metropolitan transportation planning			9
0066 Transportation alternatives			28
0067 Critical Immediate Safety Investments			6,996
0068 Federal lands and tribal program			245
0069 Research, technology and education program			56
0071 Freight			939
0072 Admin - LAE			27

0073	Other programs	133
0500	Direct program activities, subtotal	9,130
0900	Total new obligations (object class 41.0)	9,130
Budgetary resources:		
Budget authority:		
Appropriations, discretionary:		
1101	Appropriation (special or trust fund)	9,168
1137	Appropriations applied to liquidate contract authority	-9,168
Contract authority, mandatory:		
1600	Contract authority	9,189
1640	Contract authority, mandatory (total)	9,189
1900	Budget authority (total)	9,189
1930	Total budgetary resources available	9,189
Memorandum (non-add) entries:		
1941	Unexpired unobligated balance, end of year	59
Change in obligated balance:		
Unpaid obligations:		
3010	Obligations incurred, unexpired accounts	9,130
3020	Outlays (gross)	-2,481
3050	Unpaid obligations, end of year	6,649
Memorandum (non-add) entries:		
3200	Obligated balance, end of year	6,649
Budget authority and outlays, net:		
Mandatory:		
4090	Budget authority, gross	9,189
Outlays, gross:		
4100	Outlays from new mandatory authority	2,481
4180	Budget authority, net (total)	9,189
4190	Outlays, net (total)	2,481
Memorandum (non-add) entries:		
5053	Obligated balance, EOY: Contract authority	21
5061	Limitation on obligations (Transportation Trust Funds)	9,189

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

FIXING AND ACCELERATING SURFACE TRANSPORTATION

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(LIQUIDATION OF CONTRACT AUTHORITY)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the Fixing and Accelerating Surface Transportation program under title 49, United States Code, \$500,000,000 to be derived from the Highway Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of such program shall not exceed total obligations of \$500,000,000.

FIXING AND ACCELERATING SURFACE TRANSPORTATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8507-4-7-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001	Direct program activity		500
0900	Total new obligations (object class 41.0)		500
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101	Appropriation (special or trust fund)		500
1137	Appropriations applied to liquidate contract authority		-500
Contract authority, mandatory:			
1600	Contract authority		500
1640	Contract authority, mandatory (total)		500

1900	Budget authority (total)	500
1930	Total budgetary resources available	500
Change in obligated balance:		
Unpaid obligations:		
3010	Obligations incurred, unexpired accounts	500
3020	Outlays (gross)	-135
3050	Unpaid obligations, end of year	365
Memorandum (non-add) entries:		
3200	Obligated balance, end of year	365
Budget authority and outlays, net:		
Mandatory:		
4090	Budget authority, gross	500
Outlays, gross:		
4100	Outlays from new mandatory authority	135
4180	Budget authority, net (total)	500
4190	Outlays, net (total)	135
Memorandum (non-add) entries:		
5061	Limitation on obligations (Transportation Trust Funds)	500

The FY 2016 budget includes \$500 million for the Fixing and Accelerating Surface Transportation (FAST) program. Jointly managed by the Federal Highway Administration and Federal Transit Administration, the FAST program will use competition and a monetary incentive to reward long-term, systematic innovation and reform in our Nation's transportation system.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM (TRANSPORTATION TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 069-8072-0-7-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	3	
1029	Other balances withdrawn	-3	
Memorandum (non-add) entries:			
Special and non-revolving trust funds:			
1950	Other balances withdrawn and returned to unappropriated receipts	3	

Funding for this program is used for the necessary expenses for the Appalachian Development Highway System as distributed to the following States: Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. This schedule shows the obligation and outlay of amounts made available in prior years, as no funding is requested for 2016.

MISCELLANEOUS TRUST FUNDS

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-9971-0-7-999	2014 actual	2015 est.	2016 est.
0100	Balance, start of year	1	2
Receipts:			
0220	Advances from State Cooperating Agencies and Foreign Governments, FHA Miscellaneous Trust	18	18
0221	Contributions from States, Etc., Cooperative Work, Forest Highways, FHA, Miscellaneous Trust	1	1
0222	Deposits for Cooperative Work, International Highway Transportation Outreach Program	6	6
0240	Advances from Other Federal Agencies, FHA Miscellaneous Trust	1	1
0299	Total receipts and collections	26	26
0400	Total: Balances and collections	26	28
Appropriations:			
0500	Miscellaneous Trust Funds	-25	-25
0799	Balance, end of year	1	3

MISCELLANEOUS TRUST FUNDS—Continued

Program and Financing (in millions of dollars)

Identification code 069–9971–0–7–999	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Cooperative work, forest highways 69-X-8265	1	2	2
0002 Cooperative work, international highway transportation 69-X-8371	3	6	6
0003 Advances from State cooperating agencies 69-X-8054	18	34	34
0004 Contributions for highway research programs 69-X-8264	1	2	2
0900 Total new obligations	23	44	44
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	38	42	23
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	40	42	23
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	25	25	25
1260 Appropriations, mandatory (total)	25	25	25
1900 Budget authority (total)	25	25	25
1930 Total budgetary resources available	65	67	48
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	42	23	4
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	26	21	19
3010 Obligations incurred, unexpired accounts	23	44	44
3020 Outlays (gross)	–26	–46	–49
3040 Recoveries of prior year unpaid obligations, unexpired	–2		
3050 Unpaid obligations, end of year	21	19	14
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	26	21	19
3200 Obligated balance, end of year	21	19	14
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	25	25	25
Outlays, gross:			
4100 Outlays from new mandatory authority	7	20	20
4101 Outlays from mandatory balances	19	26	29
4110 Outlays, gross (total)	26	46	49
4180 Budget authority, net (total)	25	25	25
4190 Outlays, net (total)	26	46	49

The Miscellaneous Trust Funds account reflects work performed by Federal Highway Administration (FHWA) for other parties. FHWA performs the work on a reimbursable basis.

Cooperative work, forest highways.—Contributions are received from States in connection with cooperative engineering, survey, maintenance, and construction projects for forest highways.

Technical assistance, US dollars advances from foreign governments.—FHWA renders technical assistance and acts as agent for the purchase of equipment and materials for carrying out highway programs in foreign countries.

Advances from State cooperating agencies.—Funds are contributed by State highway departments or local subdivisions thereof for construction and/or maintenance of roads or bridges. The work is performed under the supervision of FHWA.

Contributions for highway research programs.—Contributions are received from various sources in support of FHWA transportation research programs. The funds are used primarily in support of pooled-funds projects.

Object Classification (in millions of dollars)

Identification code 069–9971–0–7–999	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	2	2
25.1 Advisory and assistance services	1	2	2
25.2 Other services from non-Federal sources	13	26	26
25.3 Other goods and services from Federal sources	7	13	13

99.0	Direct obligations	22	43	43
99.5	Below reporting threshold	1	1	1
99.9	Total new obligations	23	44	44

Employment Summary

Identification code 069–9971–0–7–999	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	13	13	13

MISCELLANEOUS TRANSPORTATION TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 069–9972–0–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0027 Obligations by program activity Miscellaneous highway projects	11	36	25
0100 Direct program activities, subtotal	11	36	25
0900 Total new obligations (object class 41.0)	11	36	25
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	86	82	46
1021 Recoveries of prior year unpaid obligations	7		
1050 Unobligated balance (total)	93	82	46
1930 Total budgetary resources available	93	82	46
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	82	46	21
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	39	34	46
3010 Obligations incurred, unexpired accounts	11	36	25
3020 Outlays (gross)	–9	–24	–30
3040 Recoveries of prior year unpaid obligations, unexpired	–7		
3050 Unpaid obligations, end of year	34	46	41
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	39	34	46
3200 Obligated balance, end of year	34	46	41
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	9	24	30
4190 Outlays, net (total)	9	24	30

This account contains miscellaneous appropriations from the Transportation Trust Fund. Obligations and outlays result from prior year appropriations. No new budget authority is requested for FY 2016.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

SEC. 120. *Contingent upon enactment of multi-year surface transportation authorization legislation:*

(a) For fiscal year **[2015]** 2016, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid **[Highways]** highway—

(A) amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code; and

(B) amounts authorized for the Bureau of Transportation Statistics;

(2) not distribute an amount from the obligation limitation for Federal-aid **[Highways]** highway that is equal to the unobligated balance of amounts—

(A) made available from the Highway Trust Fund (other than the Mass Transit Account) or from the Highway Account of the Transportation Trust Fund for Federal-aid **[Highways]** highway and highway safety construction programs for previous fiscal years the funds for which are allocated by the Secretary (or apportioned by the Secretary under sections 202 or 204 of title 23, United States Code); and

(B) for which obligation limitation was provided in a previous fiscal year;

(3) determine the proportion that—

(A) the obligation limitation for Federal-aid **[Highways]** *highway*, less the aggregate of amounts not distributed under paragraphs (1) and (2) of this subsection; bears to

(B) the total of the sums authorized to be appropriated for the Federal-aid **[Highways]** *highway* and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through **(12)** of subsection (b) and sums authorized to be appropriated for section 119 of title 23, United States Code, equal to the amount referred to in subsection (b) **(13)** for such fiscal year), less the aggregate of the amounts not distributed under paragraphs (1) and (2) of this subsection;

(4) distribute the obligation limitation for Federal-aid **[Highways]** *highway*, less the aggregate amounts not distributed under paragraphs (1) and (2), for each of the programs (other than programs to which paragraph (1) applies) that are allocated by the Secretary under **[the Moving Ahead for Progress in the 21st Century Act]** *such authorization legislation* and title 23, United States Code, or apportioned by the Secretary under sections 202 or 204 of that title, by multiplying—

(A) the proportion determined under paragraph (3); by

(B) the amounts authorized to be appropriated for each such program for such fiscal year; and

(5) distribute the obligation limitation for Federal-aid **[Highways]** *highway*, less the aggregate amounts not distributed under paragraphs (1) and (2) and the amounts distributed under paragraph (4), for Federal-aid **[Highways]** *highway* and highway safety construction programs that are apportioned by the Secretary under *such authorization legislation* or title 23, United States Code (other than the amounts apportioned for the National Highway Performance Program in section 119 of title 23, United States Code, that are exempt from the limitation under subsection (b) **(13)** and the amounts apportioned under sections 202 and 204 of that title) in the proportion that—

(A) amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, *or such authorization legislation* to each State for such fiscal year; bears to

(B) the total of the amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, *or such authorization legislation* to all States for such fiscal year.

(b) **EXCEPTIONS FROM OBLIGATION LIMITATION.** The obligation limitation for Federal-aid **[Highways]** *highway* shall not apply to obligations under or for—

(1) section 125 of title 23, United States Code;

(2) section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);

(3) section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);

(4) subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119);

(5) subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198);

(6) sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027);

(7) section 157 of title 23, United States Code (as in effect on June 8, 1998);

(8) section 105 of title 23, United States Code (as in effect for fiscal years 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years);

(9) Federal-aid **[Highways]** *highway* programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (112 Stat. 107) or subsequent Acts for multiple years or to remain available until expended, but only to the extent that the obligation authority has not lapsed or been used;

(10) section 105 of title 23, United States Code (as in effect for fiscal years 2005 through 2012, but only in an amount equal to \$639,000,000 for each of those fiscal years);

(11) section 1603 of SAFETEA-LU (23 U.S.C. 118 note; 119 Stat. 1248), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation; and

(12) section 119 of title 23, United States Code **(as in effect but, for each of fiscal years 2013 and through 2014, 2016, but only in an amount equal to \$639,000,000 for each of those fiscal years)**; and

(13) section 119 of title 23, United States Code (but, for fiscal year 2015, only in an amount equal to \$639,000,000).

(c) **REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.** Notwithstanding subsection (a), the Secretary shall, after August 1 of such fiscal year—

(1) revise a distribution of the obligation limitation made available under subsection (a) if an amount distributed cannot be obligated during that fiscal year; and

(2) redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year, giving priority to those States having large unobligated balances of funds apportioned under sections 144 (as in effect on the day before the date of enactment of Public Law 112–141) and 104 of title 23, United States Code.

(d) **APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.**

(1) **IN GENERAL.** Except as provided in paragraph (2), the obligation limitation for Federal-aid **[Highways]** *highway* shall apply to contract authority for transportation research programs carried out under—

(A) chapter 5 of title 23, United States Code; and

(B) **[division E of the Moving Ahead for Progress in the 21st Century Act]** *the transportation research programs sections of such authorization legislation.*

(2) **EXCEPTION.** Obligation authority made available under paragraph (1) shall—

(A) remain available for a period of 4 fiscal years; and

(B) be in addition to the amount of any limitation imposed on obligations for Federal-aid **[Highways]** *highway* and highway safety construction programs for future fiscal years.

(e) **REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.**

(1) **IN GENERAL.** Not later than 30 days after the date of distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds (excluding funds authorized for the program under section 202 of title 23, United States Code) that—

(A) are authorized to be appropriated for such fiscal year for Federal-aid **[Highways]** *highway* programs; and

(B) the Secretary determines will not be allocated to the States (or will not be apportioned to the States under section 204 of title 23, United States Code), and will not be available for obligation, for such fiscal year because of the imposition of any obligation limitation for such fiscal year.

(2) **RATIO.** Funds shall be distributed under paragraph (1) in the same proportion as the distribution of obligation authority under subsection (a)(5).

(3) **AVAILABILITY.** Funds distributed to each State under paragraph (1) shall be available for any purpose described in section 133(b) of title 23, United States Code.

SEC. 121. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to chapter 63 of title 49, United States Code, may be credited to the Federal-aid **[Highways]** *highway* account for the purpose of reimbursing the Bureau for such expenses: *Provided*, That such funds shall be subject to the obligation limitation for Federal-aid **[Highways]** *highway* and highway safety construction programs.

[SEC. 122. Not less than 15 days prior to waiving, under his or her statutory authority, any Buy America requirement for Federal-aid Highways projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: *Provided*, That the Secretary shall provide an annual report to the House and Senate Committees on Appropriations on any waivers granted under the Buy America requirements.]

[SEC. 123. (a) Except as provided in subsection (b), none of the funds made available, limited, or otherwise affected by this Act shall be used to approve or otherwise authorize the imposition of any toll on any segment of highway located on the Federal-aid system in the State of Texas that—

(1) as of the date of enactment of this Act, is not tolled;

(2) is constructed with Federal assistance provided under title 23, United States Code; and

(3) is in actual operation as of the date of enactment of this Act.

(b)(1) Subsection (a) shall not apply to any segment of highway on the Federal-aid system described in that subsection that, as of the date on which a toll is imposed on the segment, will have the same number of nontoll lanes as were in existence prior to that date.

(2) A high-occupancy vehicle lane that is converted to a toll lane shall not be subject to this section, and shall not be considered to be a nontoll lane for purposes of determining whether a highway will have fewer nontoll lanes than prior to the date of imposition of the toll, if—

(A) high-occupancy vehicles occupied by the number of passengers specified by the entity operating the toll lane may use the toll lane without paying a toll, unless otherwise specified by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority; or

(B) each high-occupancy vehicle lane that was converted to a toll lane was constructed as a temporary lane to be replaced by a toll lane under a plan approved by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority.】

【SEC. 124. None of the funds in this Act to the Department of Transportation may be used to provide credit assistance unless not less than 3 days before any application approval to provide credit assistance under sections 603 and 604 of title 23, United States Code, the Secretary of Transportation provides notification in writing to the following committees: the House and Senate Committees on Appropriations; the Committee on Environment and Public Works and the Committee on Banking, Housing and Urban Affairs of the Senate; and the Committee on Transportation and Infrastructure of the House of Representatives: *Provided*, That such notification shall include, but not be limited to, the name of the project sponsor; a description of the project; whether credit assistance will be provided as a direct loan, loan guarantee, or line of credit; and the amount of credit assistance.】

【SEC. 125. Section 127 of title 23, United States Code, is amended by adding at the end the following:

"(j) OPERATION OF VEHICLES ON CERTAIN OTHER WISCONSIN HIGHWAYS.—If any segment of the United States Route 41 corridor, as described in section 1105(c)(57) of the Intermodal Surface Transportation Efficiency Act of 1991, is designated as a route on the Interstate System, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under subsection (a).

(k) OPERATION OF VEHICLES ON CERTAIN MISSISSIPPI HIGHWAYS.—If any segment of United States Route 78 in Mississippi from mile marker 0 to mile marker 113 is designated as part of the Interstate System, no limit established under this section may apply to that segment with respect to the operation of any vehicle that could have legally operated on that segment before such designation.

(l) OPERATION OF VEHICLES ON CERTAIN KENTUCKY HIGHWAYS.—

(1) IN GENERAL.—If any segment of highway described in paragraph (2) is designated as a route on the Interstate System, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under subsection (a).

(2) DESCRIPTION OF HIGHWAY SEGMENTS.—The highway segments referred to in paragraph (1) are as follows:

(A) Interstate Route 69 in Kentucky (formerly the Wendell H. Ford (Western Kentucky) Parkway) from the Interstate Route 24 Interchange, near Eddyville, to the Edward T. Breathitt (Pennyriple) Parkway Interchange.

(B) The Edward T. Breathitt (Pennyriple) Parkway (to be designated as Interstate Route 69) in Kentucky from the Wendell H. Ford (Western Kentucky) Parkway Interchange to near milepost 77, and on new alignment to an interchange on the Audubon Parkway, if the segment is designated as part of the Interstate System."】
(Department of Transportation Appropriations Act, 2015.)

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The Federal Motor Carrier Safety Administration (FMCSA) was established within the Department of Transportation by the Motor Carrier Safety Improvement Act of 1999 (P.L. 106–159). Prior to this legislation, motor carrier safety responsibilities were under the jurisdiction of the Federal Highway Administration.

FMCSA's mission is to promote safe commercial motor vehicle operation and reduce truck and bus crashes. The agency accomplishes this mission by reducing fatalities and property losses associated with commercial motor vehicles through education, regulation, enforcement, and research and innovative technology, thereby achieving a safer and more secure transportation environment. FMCSA is also responsible for enforcing Federal motor carrier safety and hazardous materials regulations for all commercial vehicles entering the United States along its southern and northern borders.

Trust Funds

MOTOR CARRIER SAFETY

Program and Financing (in millions of dollars)

Identification code 069–8055–0–7–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2	3	3

1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	3	3	3
1930 Total budgetary resources available	3	3	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	3	3
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	1	1
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	1	1
3200 Obligated balance, end of year	1	1	1
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority	41	41	41
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority	41	41	41

Activities have not been funded in this account since 2005. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2006.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

Program and Financing (in millions of dollars)

Identification code 069–8048–0–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Border Modernization and Maintenance	13		
0900 Total new obligations (object class 23.1)	13		
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	21	9	9
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	22	9	9
1930 Total budgetary resources available	22	9	9
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	9	9	9
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3	15	5
3010 Obligations incurred, unexpired accounts	13		
3020 Outlays (gross)		–10	–2
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	15	5	3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	15	5
3200 Obligated balance, end of year	15	5	3
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		10	2
4190 Outlays, net (total)		10	2
Memorandum (non-add) entries:			
5050 Unobligated balance, SOY: Contract authority	8		6
5051 Unobligated balance, EOY: Contract authority		6	8
5052 Obligated balance, SOY: Contract authority	3	11	5
5053 Obligated balance, EOY: Contract authority	11	5	3
5061 Limitation on obligations (Transportation Trust Funds)	13		

No funding is requested for this account in 2016. P.L. 113–76 provided access during FY 2014 to \$13 million for the modernization and maintenance of border facilities.

MOTOR CARRIER SAFETY GRANTS

Program and Financing (in millions of dollars)

Identification code 069–8158–0–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Motor Carrier Safety Assistance Program	217	218	260
0002 Border Enforcement Grants	32	32	.....
0003 Safety Data Improvement Grants	3	3	.....
0004 Commercial Driver's License (CDL) Program Improvement Grants	30	30	34
0005 Commercial Vehicle Information Systems	15	25	.....
0006 Performance and Registration Information System	5	5	.....
0007 MCSAP High Priority .....	.....	.....	24
0008 Innovative Technology Deployment Program (ITD) .....	.....	.....	20
0009 Commercial Motor Vehicle Operator (CMV) Grant .....	.....	.....	1
0900 Total new obligations	302	313	339
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	92	107	107
1021 Recoveries of prior year unpaid obligations	4	.....	.....
1050 Unobligated balance (total)	96	107	107
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	313	313	313
1137 Portion applied to liquidate contract authority, Motor Carrier Safety Grants	–313	–313	–313
Contract authority, mandatory:			
1600 Contract authority, Motor Carrier Safety Grants	313	313	313
1640 Contract authority, mandatory (total)	313	313	313
1900 Budget authority (total)	313	313	313
1930 Total budgetary resources available	409	420	420
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	107	107	81
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	399	418	419
3010 Obligations incurred, unexpired accounts	302	313	339
3020 Outlays (gross)	–279	–312	–266
3040 Recoveries of prior year unpaid obligations, unexpired	–4	.....	.....
3050 Unpaid obligations, end of year	418	419	492
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	399	418	419
3200 Obligated balance, end of year	418	419	492
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	60	88	.....
4011 Outlays from discretionary balances	219	224	266
4020 Outlays, gross (total)	279	312	266
Mandatory:			
4090 Budget authority, gross	313	313	313
4180 Budget authority, net (total)	313	313	313
4190 Outlays, net (total)	279	312	266
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	30	30	30
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	30	30	30
5061 Limitation on obligations (Transportation Trust Funds)	313	313	.....

Motor Carrier Safety Grants support States to conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. The Federal Motor Carrier Safety Administration (FMCSA) also supports States by conducting training for State agency personnel to accomplish motor carrier safety objectives. In addition, FMCSA reviews State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and is initiating an Innovative Technology program to improve the safety and productivity of commercial vehicles and drivers. The Motor Carriers Safety Grants account maintains the Agency's individual grants under the Compliance, Safety and Accountability Program.

Object Classification (in millions of dollars)

Identification code 069–8158–0–7–401	2014 actual	2015 est.	2016 est.
Direct obligations:			
21.0 Travel and transportation of persons	1	1	1
25.2 Other services from non-Federal sources	5	24	30
41.0 Grants, subsidies, and contributions	296	288	308
99.9 Total new obligations	302	313	339

MOTOR CARRIER SAFETY GRANTS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–8158–7–7–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	5
1137 Appropriations applied to liquidate contract authority	–5
Contract authority, mandatory:			
1600 Contract authority	5
1640 Contract authority, mandatory (total)	5
1900 Budget authority (total)	5
1930 Total budgetary resources available	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)	–89
3050 Unpaid obligations, end of year	–89
Memorandum (non-add) entries:			
3200 Obligated balance, end of year	–89
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–88	.....
4011 Outlays from discretionary balances	–224	–266
4020 Outlays, gross (total)	–312	–266
Mandatory:			
4090 Budget authority, gross	5
Outlays, gross:			
4100 Outlays from new mandatory authority	88	89
4101 Outlays from mandatory balances	224	266
4110 Outlays, gross (total)	312	355
4180 Budget authority, net (total)	5
4190 Outlays, net (total)	89
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)	318

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2015 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

MOTOR CARRIER SAFETY GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–8158–9–7–401	2014 actual	2015 est.	2016 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–60	.....	.....
4011 Outlays from discretionary balances	–219	.....	.....
4020 Outlays, gross (total)	–279	.....	.....

MOTOR CARRIER SAFETY GRANTS—Continued
Program and Financing—Continued

Identification code 069–8158–9–7–401	2014 actual	2015 est.	2016 est.
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	60		
4101 Outlays from mandatory balances	219		
4110 Outlays, gross (total)	279		

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2014 actual amounts, for comparability purposes.

MOTOR CARRIER SAFETY GRANTS
(Legislative proposal, not subject to PAYGO)
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

[For] *Contingent upon enactment of multi-year surface transportation authorization legislation*, for payment of obligations incurred in carrying out sections 31102, 31104(a), 31106, 31107, 31109, 31309, 31313 of title 49, United States Code, and sections 4126 and 4128 of Public Law 109–59, as amended by Public Law 112–141, as extended by Public Law 113–159, **[\$313,000,000]** *\$339,343,000*, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of **[\$313,000,000]** *\$339,343,000* in fiscal year **[2015]** *2016* for "Motor Carrier Safety Grants"; of which **[\$218,000,000]** *\$284,343,000* shall be available for the motor carrier safety assistance program, **[\$30,000,000]** *\$34,000,000* shall be available for commercial driver's license program improvement grants, **[\$32,000,000]** shall be available for border enforcement grants, **\$5,000,000** shall be available for performance and registration information system management grants, **\$25,000,000]** *\$20,000,000* shall be available for the **[commercial vehicle information systems and networks deployment program]** *Information Technology Deployment (ITD) program*, and **[\$3,000,000]** *\$1,000,000* shall be available for **[safety data improvement grants: Provided further**, That, of the funds made available herein for the motor carrier safety assistance program, **\$32,000,000** shall be available for audits of new entrant motor carriers] *a commercial motor vehicle operators' grants program*. (Department of Transportation Appropriations Act, 2015.)

MOTOR CARRIER SAFETY GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8158–4–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Motor Carrier Assistance Program			21
0900 Total new obligations (object class 41.0)			21
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			21
1137 Appropriations applied to liquidate contract authority			–21
Contract authority, mandatory:			
1600 Contract authority			21
1640 Contract authority, mandatory (total)			21
1900 Budget authority (total)			21
1930 Total budgetary resources available			21
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			21
3020 Outlays (gross)			–6
3050 Unpaid obligations, end of year			15
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			15

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			21
Outlays, gross:			
4100 Outlays from new mandatory authority			6
4180 Budget authority, net (total)			21
4190 Outlays, net (total)			6

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)			21
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The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

Program and Financing (in millions of dollars)

Identification code 069–8159–0–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Operating Expenses	209	221	245
0002 Research and Technology	7	9	10
0003 Information Management	34	35	43
0005 Outreach and Education	4	4	
0006 Commercial Motor Vehicle Operating Grants	1	2	
0100 Subtotal, direct program	255	271	298
0799 Total direct obligations	255	271	298
0801 Motor Carrier Safety Operations and Programs (Reimbursable)	20	15	15
0900 Total new obligations	275	286	313
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	22	27	27
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	25	27	27
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	259	271	271
1137 Appropriations applied to liquidate contract authority	–259	–271	–271
Contract authority, mandatory:			
1600 Contract authority	259	271	271
1640 Contract authority, mandatory (total)	259	271	271
Spending authority from offsetting collections, discretionary:			
1700 Collected	18	15	15
1750 Spending auth from offsetting collections, disc (total)	18	15	15
1900 Budget authority (total)	277	286	286
1930 Total budgetary resources available	302	313	313
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	27	27	

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	92	91	82
3010 Obligations incurred, unexpired accounts	275	286	313
3020 Outlays (gross)	–273	–295	–65
3040 Recoveries of prior year unpaid obligations, unexpired	–3		
3050 Unpaid obligations, end of year	91	82	330
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	92	91	82
3200 Obligated balance, end of year	91	82	330

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	18	15	15
Outlays, gross:			
4010 Outlays from new discretionary authority	208	218	15
4011 Outlays from discretionary balances	65	77	50
4020 Outlays, gross (total)	273	295	65
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4034 Offsetting governmental collections	–18	–15	–15
Mandatory:			
4090 Budget authority, gross	259	271	271
4180 Budget authority, net (total)	259	271	271

4190	Outlays, net (total)	255	280	50
Memorandum (non-add) entries:				
5054	Fund balance in excess of liquidating requirements, SOY: Contract authority	16	16	16
5055	Fund balance in excess of liquidating requirements, EOY: Contract authority	16	16	16
5061	Limitation on obligations (Transportation Trust Funds)	262	271	.....
5090	Unexpired unavailable balance, SOY: Offsetting collections	1	1	1
5092	Unexpired unavailable balance, EOY: Offsetting collections	1	1	1

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. As proposed in the multi-year surface transportation authorization legislation, the Federal Motor Carrier Safety Administration (FMCSA) will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by raising the bar to entry into the commercial motor vehicle industry, by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation. Funding supports nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods, and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMCSA Regulations. Resources are also provided to fund regulatory development and implementation, information management, investment in research and technology, safety outreach and education, and the safety and consumer telephone hotline. The FY 2016 funding request reflects significant expansion of agency efforts to enhance motor coach safety.

Object Classification (in millions of dollars)

Identification code 069–8159–0–7–401	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	92	92	113
11.3 Other than full-time permanent	1	2	3
11.9 Total personnel compensation	93	94	116
12.1 Civilian personnel benefits	30	30	34
21.0 Travel and transportation of persons	9	9	15
23.1 Rental payments to GSA	14	14	20
23.3 Communications, utilities, and miscellaneous charges	3	3	5
24.0 Printing and reproduction	1	1	1
25.2 Other services from non-Federal sources	95	106	91
25.5 Research and development contracts	7	9	10
26.0 Supplies and materials	2	2	5
31.0 Equipment	1	1	1
41.0 Grants, subsidies, and contributions	1	2	.....
99.0 Direct obligations	256	271	298
99.0 Reimbursable obligations	19	15	15
99.9 Total new obligations	275	286	313

Employment Summary

Identification code 069–8159–0–7–401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	1,039	1,088	1,215
2001 Reimbursable civilian full-time equivalent employment	61	61	61

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–8159–7–7–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	8
1137 Appropriations applied to liquidate contract authority	–8
Contract authority, mandatory:			
1600 Contract authority	8
1640 Contract authority, mandatory (total)	8

1900	Budget authority (total) .....	.....	8
1930	Total budgetary resources available .....	.....	8
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year .....	.....	8

Change in obligated balance:

Unpaid obligations:			
3020	Outlays (gross) .....	.....	–209
3050	Unpaid obligations, end of year .....	.....	–209
Memorandum (non-add) entries:			
3200	Obligated balance, end of year .....	.....	–209

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4010	Outlays from new discretionary authority	–203	.....
4011	Outlays from discretionary balances	–77	–50
4020	Outlays, gross (total)	–280	–50
Mandatory:			
4090	Budget authority, gross .....	.....	8
Outlays, gross:			
4100	Outlays from new mandatory authority	203	209
4101	Outlays from mandatory balances	77	50
4110	Outlays, gross (total)	280	259
4180	Budget authority, net (total) .....	.....	8
4190	Outlays, net (total) .....	.....	209

Memorandum (non-add) entries:

5061	Limitation on obligations (Transportation Trust Funds)	279
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The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2015 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–8159–9–7–401	2014 actual	2015 est.	2016 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010	Outlays from new discretionary authority	–191	.....
4011	Outlays from discretionary balances	–64	.....
4020	Outlays, gross (total)	–255	.....
Mandatory:			
Outlays, gross:			
4100	Outlays from new mandatory authority	191	.....
4101	Outlays from mandatory balances	64	.....
4110	Outlays, gross (total)	255	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2014 actual amounts, for comparability purposes.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

【For】Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31104(i) of title 49, United States Code, and sections 4127 and 4134 of Public Law 109–59, as amended by Public Law 112–141, and as extended by Public Law 113–159, 【\$271,000,000】 \$329,180,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimburse-

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS—Continued

ments received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: *Provided*, That funds available for implementation, execution or administration of motor carrier safety operations and programs authorized under title 49, United States Code, and sections 4127 and 4134 of Public Law 109–59, as amended by Public Law 112–141, and as extended by Public Law 113–159, shall not exceed total obligations of **[\$271,000,000]** \$329,180,000 for "Motor Carrier Safety Operations and Programs" for fiscal year **[2015]** 2016, of which **[\$9,000,000]** \$9,735,000, to remain available for obligation until September 30, **[2017]** 2018, is for the research and technology program, and of which **[\$34,545,000]** \$42,558,000, to remain available for obligation until September 30, **[2017]** 2018, is for information management: *Provided further*, That \$2,300,000 shall be made available for commercial motor vehicle operator grants to carry out section 4134 of Public Law 109–59, as amended by Public Law 112–141, of which \$1,300,000 is to be made available from prior year unobligated contract authority provided in Public Law 112–141, or other appropriations or authorization acts: *Provided further*, That of unobligated contract authority provided in Public Law 112–141, or other appropriations or authorization acts for "Motor Carrier Safety Operations and Programs", \$6,700,000 shall be made available for enforcement and investigation activities related to the safe transportation of energy products, information management and technology needs related to the monitoring of high-risk carriers and carriers operating under consent agreements, and the Capital Improvement Plan for border facilities and field offices, and an additional \$4,000,000 shall be made available to administer the study required under section 133 of this Act, to remain available for obligation until September 30, 2017: *Provided further*, That the Secretary shall complete final regulatory action on the implementation of 49 United States Code 31137 no later than June 1, 2015. (Department of Transportation Appropriations Act, 2015.)

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8159–4–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Operating Expenses			50
0900 Total new obligations (object class 25.2)			50
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			50
1137 Appropriations applied to liquidate contract authority			–50
Contract authority, mandatory:			
1600 Contract authority			50
1640 Contract authority, mandatory (total)			50
1900 Budget authority (total)			50
1930 Total budgetary resources available			50
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			50
3020 Outlays (gross)			–38
3050 Unpaid obligations, end of year			12
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			12
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			50
Outlays, gross:			
4100 Outlays from new mandatory authority			38
4180 Budget authority, net (total)			50
4190 Outlays, net (total)			38
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			50

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION

[SEC. 130. Funds appropriated or limited in this Act shall be subject to the terms and conditions stipulated in section 350 of Public Law 107–87 and section 6901 of Public Law 110–28. **]**

[SEC. 131. The Federal Motor Carrier Safety Administration shall send notice of 49 CFR section 385.308 violations by certified mail, registered mail, or another manner of delivery, which records the receipt of the notice by the persons responsible for the violations. **]**

[SEC. 132. None of the funds limited or otherwise made available under this Act shall be used by the Secretary to enforce any regulation prohibiting a State from issuing a commercial learner's permit to individuals under the age of eighteen if the State had a law authorizing the issuance of commercial learner's permits to individuals under eighteen years of age as of May 9, 2011. **]**

[SEC. 133. (a) None of the funds appropriated or otherwise made available by this Act or any other Act shall be used to enforce sections 395.3(c) and 395.3(d) of title 49, Code of Federal Regulations, and such sections shall have no force or effect from the date of enactment of this Act until the later of September 30, 2015, or upon submission of the final report issued by the Secretary under this section. The restart provisions in effect on June 30, 2013, shall be in effect during this period.

(b) As soon as possible after the date of the enactment of this Act, the Secretary of Transportation shall publish a Notice in the Federal Register and on the Federal Motor Carrier Safety Administration website announcing that the provisions in the rule referred to in subsection (a) shall have no force or effect from the date of enactment of this Act through September 30, 2015, and the restart rule in effect on June 30, 2013, shall immediately be in effect.

(c) Within 90 days of the date of enactment of this Act, the Secretary shall initiate a naturalistic study of the operational, safety, health and fatigue impacts of the restart provisions in sections 395.3(c) and 395.3(d) of title 49, Code of Federal Regulations, on commercial motor vehicle drivers. The study required under this subsection shall—

(1) compare the work schedules and assess operator fatigue between the following two groups of commercial motor vehicle drivers, each large enough to produce statistically significant results:

(A) commercial motor vehicle drivers who operate under such provisions, in effect between July 1, 2013, and the day before the date of enactment of this Act, and

(B) commercial motor vehicle drivers who operate under the provisions in effect on June 30, 2013.

(2) compare, at a minimum, the 5-month work schedules, and assess safety critical events (crashes, near crashes and crash-relevant conflicts) and operator fatigue between the commercial motor vehicle drivers identified under subsection (c)(1) of this section from a statistically significant sample of drivers comprised of fleets of all sizes, including long-haul, regional and short-haul operations in various sectors of the industry, including flat-bed, refrigerated, tank, and dry-van, to the extent practicable;

(3) assess drivers' safety critical events, fatigue and levels of alertness, and driver health outcomes by using both electronic and captured record of duty status, including the Psychomotor Vigilance Test (PVT), e-logging data, actigraph watches and cameras or other on-board monitoring systems that record or measure safety critical events and driver alertness;

(4) utilize data from electronic logging devices, consistent to the extent practicable, with the anticipated requirements for such devices in section 31137(b) of title 49, United States Code, from motor carriers and drivers of commercial motor vehicles, notwithstanding any limitation on the use of such data under section 31137(e) of title 49, United States Code; and

(5) include the development of an initial study plan and final report, each of which shall be subject to an independent peer review by a panel of individuals with relevant medical and scientific expertise.

(d) Prior to the study required under this subsection commencing and within 60 days of the date of enactment of this Act, the Secretary shall submit a plan outlining the scope and methodology for the study to the Department of Transportation Inspector General.

(1) Within 30 days of receiving the plan, the Office of Inspector General shall review and report whether it includes—

(A) a sufficient number of participating drivers to produce statistically significant results consistent with subsection (c)(2);

(B) the use of reliable technologies to assess the operational, safety and fatigue components of the study to produce consistent and valid results;

(C) appropriate performance measures to properly evaluate the study outcomes; and

(D) an appropriate selection of the independent review panel under subsection (c)(5).

(2) The Office of Inspector General shall report its findings, conclusions and any recommendations to the Secretary and to the House and Senate Committees on Appropriations within 30 days of receipt of the plan.

(e) The Secretary shall submit a final report on the findings and conclusions of the study and the Department's recommendations on whether the provisions in effect on July 1, 2013, provide a greater net benefit for the operational, safety, health and fatigue impacts of the restart provisions to the Inspector General within 210 days of receiving the Office of the Inspector General report required in subsection (d)(2).

(1) Within 60 days of receipt of the Secretary's findings and recommendations in subsection (e), the Inspector General shall report to the Secretary and the House and Senate Committees on Appropriations on the study's compliance with the requirements outlined under subsection (c).

(2) Upon submission of the Office of the Inspector General report in paragraph (1), the Secretary shall submit its report to the House and Senate Committees on Appropriations and make the report publically available on its website.

(f) The Secretary of Transportation shall certify in writing in a manner addressing the Inspector General's findings and recommendations in subsection (d)(1) and (e)(1) of this section that the Secretary has met the requirements as described in section (c) and (d).

(g) The study and the Office of the Inspector General reviews shall not be subject to section 3506 or 3507 of title 44, United States Code.】

【SEC. 134. None of the funds limited or otherwise made available under the heading "Motor Carrier Safety Operations and Programs" may be used to deny an application to renew a Hazardous Materials Safety Program permit for a motor carrier based on that carrier's Hazardous Materials Out-of-Service rate, unless the carrier has the opportunity to submit a written description of corrective actions taken, and other documentation the carrier wishes the Secretary to consider, including submitting a corrective action plan, and the Secretary determines the actions or plan is insufficient to address the safety concerns that resulted in that Hazardous Materials Out-of-Service rate.】 (*Department of Transportation Appropriations Act, 2015.*)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) is responsible for motor vehicle safety, highway safety behavioral programs, motor vehicle information, and automobile fuel economy programs. NHTSA is charged with reducing traffic crashes and deaths and injuries resulting from traffic crashes; establishing motor vehicle safety standards for motor vehicles and motor vehicle equipment in interstate commerce; carrying out needed safety research and development; and the operation of the National Driver Register.

Federal Funds

CONSUMER ASSISTANCE TO RECYCLE AND SAVE PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0654-0-1-376	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	20	20	20
1930 Total budgetary resources available	20	20	20
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	20	20	20

The schedules above illustrate the remaining activity associated with the completed Consumer Assistance to Recycle and Save (Cash for Clunkers) program. No new funds are requested for this program in 2016.

OPERATIONS AND RESEARCH

【For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, \$130,000,000, of which \$20,000,000 shall remain available through September 30, 2016.】 (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-0650-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Research and Analysis	30	33	.....
0002 Rulemaking	18	20	.....
0003 Enforcement	25	17	.....
0004 Administrative Expenses	57	60	.....
0900 Total new obligations	130	130	.....
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	2	5	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	134	130	.....
1160 Appropriation, discretionary (total)	134	130	.....
1900 Budget authority (total)	134	130	.....
1930 Total budgetary resources available	136	135	5
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1	.....	.....
1941 Unexpired unobligated balance, end of year	5	5	5
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	84	72	77
3010 Obligations incurred, unexpired accounts	130	130	.....
3020 Outlays (gross)	-140	-125	-53
3041 Recoveries of prior year unpaid obligations, expired	-2	.....	.....
3050 Unpaid obligations, end of year	72	77	24
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	84	72	77
3200 Obligated balance, end of year	72	77	24
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	134	130	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	79	75	.....
4011 Outlays from discretionary balances	61	50	53
4020 Outlays, gross (total)	140	125	53
4180 Budget authority, net (total)	134	130	.....
4190 Outlays, net (total)	140	125	53

The Vehicle Safety programs support activities to reduce highway fatalities, prevent injuries, and reduce their associated economic toll by research into, and implementation of, Federal motor vehicle safety standards. NHTSA's research areas include biomechanics, crash avoidance and mitigation technologies, and vehicle safety issues related to fuel efficiency and alternative fuels. NHTSA's Operation and Research programs fund a broad range of initiatives, including promulgation of Federal motor vehicle safety standards for motor vehicles and safety related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act, as amended by the Energy Independence and Security Act of 2007; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program. NHTSA conducts compliance programs for motor vehicle safety and automotive fuel economy standards; investigations of safety-related motor vehicle defects; enforcement of Federal odometer law; support of enforcement of State odometer law; and safety recalls when warranted. Motor vehicle

OPERATIONS AND RESEARCH—Continued

safety research and development supports NHTSA programs through the collection and analysis of crash data to identify safety problems, development of alternative solutions, and assessments of costs, benefits, and effectiveness. Research continues on standards and technologies to improve vehicle crashworthiness and crash avoidance, with emphasis on reducing crashes through vehicle-to-vehicle communication system and active safety technologies.

No funds are requested in this account for 2016. The Administration is proposing funding for these programs within the multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in an Operations and Research account that would be funded from the Highway Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-0650-0-1-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	38	38	.....
11.5 Other personnel compensation	1	1	.....
11.9 Total personnel compensation	39	39	.....
12.1 Civilian personnel benefits	10	10	.....
21.0 Travel and transportation of persons	1	1	.....
23.1 Rental payments to GSA	2	2	.....
23.3 Communications, utilities, and miscellaneous charges	3	3	.....
25.2 Other services from non-Federal sources	48	48	.....
25.5 Research and development contracts	3	3	.....
26.0 Supplies and materials	3	3	.....
31.0 Equipment	2	2	.....
41.0 Grants, subsidies, and contributions	19	19	.....
99.9 Total new obligations	130	130	.....

Employment Summary

Identification code 069-0650-0-1-401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	329	341	.....

OPERATIONS AND RESEARCH

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-0650-7-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
1100 Appropriations, discretionary:			
Appropriation		-130	.....
1160 Appropriation, discretionary (total)		-130	.....
Appropriations, mandatory:			
1200 Appropriation		130	133
1260 Appropriations, mandatory (total)		130	133
1900 Budget authority (total)			133
1930 Total budgetary resources available			133
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			133
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			-77
3050 Unpaid obligations, end of year			-77
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-77

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross		-130	.....
Outlays, gross:			
4010 Outlays from new discretionary authority		-75	.....
4011 Outlays from discretionary balances		-50	-53
4020 Outlays, gross (total)		-125	-53

Mandatory:

4090 Budget authority, gross	130	133
Outlays, gross:		
4100 Outlays from new mandatory authority	75	77
4101 Outlays from mandatory balances	50	53
4110 Outlays, gross (total)	125	130
4180 Budget authority, net (total)		133
4190 Outlays, net (total)		77

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

OPERATIONS AND RESEARCH

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-0650-9-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-134	.....	.....
1160 Appropriation, discretionary (total)	-134	.....	.....
Appropriations, mandatory:			
1200 Appropriation	134	.....	.....
1260 Appropriations, mandatory (total)	134	.....	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-134	.....	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	-79	.....	.....
4011 Outlays from discretionary balances	-61	.....	.....
4020 Outlays, gross (total)	-140	.....	.....
Mandatory:			
4090 Budget authority, gross	134	.....	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	79	.....	.....
4101 Outlays from mandatory balances	61	.....	.....
4110 Outlays, gross (total)	140	.....	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 actual budget authority and outlays as mandatory for comparability purposes.

OPERATIONS AND RESEARCH

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-0650-4-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-133
1260 Appropriations, mandatory (total)			-133
1930 Total budgetary resources available			-133
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-133

Change in obligated balance:

Unpaid obligations:			
3020 Outlays (gross)			77
3050 Unpaid obligations, end of year			77
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			77

Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		-133
Outlays, gross:			
4100	Outlays from new mandatory authority		-77
4180	Budget authority, net (total)		-133
4190	Outlays, net (total)		-77

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

NEXT GENERATION 911 IMPLEMENTATION GRANTS

Program and Financing (in millions of dollars)

Identification code 069-0661-0-1-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001	Grants		106
0002	Administration		9
0900	Total new obligations		115
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1		107
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800	Collected	107	8
1850	Spending auth from offsetting collections, mand (total)	107	8
1930	Total budgetary resources available	107	115
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	107	
Change in obligated balance:			
Unpaid obligations:			
3010	Obligations incurred, unexpired accounts		115
3020	Outlays (gross)		-64
3050	Unpaid obligations, end of year		51
Memorandum (non-add) entries:			
3200	Obligated balance, end of year		51
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross	107	8
Outlays, gross:			
4101	Outlays from mandatory balances		64
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120	Federal sources	-107	-8
4190	Outlays, net (total)	-107	56

The 911 Grant Program was authorized by the Next Generation 911 Advancement Act of 2012, which allows eligible entities to utilize funds to implement and operate Next Generation 911 services and to train public safety personnel. The program will be funded by \$115 million from the Public Safety Trust Fund. The authority to expend these funds expires on October 1, 2022.

Object Classification (in millions of dollars)

Identification code 069-0661-0-1-407	2014 actual	2015 est.	2016 est.
Direct obligations:			
26.0	Supplies and materials		6
41.0	Grants, subsidies, and contributions		109
99.9	Total new obligations		115

Trust Funds

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 069-8016-0-7-401		2014 actual	2015 est.	2016 est.
Obligations by program activity:				
0001	Highway safety programs	45	38	38
0002	Research and analysis	34	42	42
0007	National driver register	5	5	5
0008	Administrative Expenses	42	54	56
0100	Total Direct Obligations	126	139	141
0799	Total direct obligations	126	139	141
0801	Operations and Research (Transportation Trust Fund) (Reimbursable)	16	30	30
0900	Total new obligations	142	169	171
Budgetary resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	43	46	31
1001	Discretionary unobligated balance brought fwd, Oct 1	4		
1021	Recoveries of prior year unpaid obligations	3		
1050	Unobligated balance (total)	46	46	31
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund)	124	124	124
1137	Appropriations applied to liquidate contract authority	-124	-124	-124
Contract authority, mandatory:				
1600	Contract authority	124	124	124
1640	Contract authority, mandatory (total)	124	124	124
Spending authority from offsetting collections, discretionary:				
1700	Collected	17	30	30
1701	Change in uncollected payments, Federal sources	1		
1750	Spending auth from offsetting collections, disc (total)	18	30	30
1900	Budget authority (total)	142	154	154
1930	Total budgetary resources available	188	200	185
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	46	31	14
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	94	108	100
3010	Obligations incurred, unexpired accounts	142	169	171
3020	Outlays (gross)	-125	-177	-94
3040	Recoveries of prior year unpaid obligations, unexpired	-3		
3050	Unpaid obligations, end of year	108	100	177
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-2	-3	-3
3070	Change in uncollected pymts, Fed sources, unexpired	-1		
3090	Uncollected pymts, Fed sources, end of year	-3	-3	-3
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	92	105	97
3200	Obligated balance, end of year	105	97	174
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	18	30	30
Outlays, gross:				
4010	Outlays from new discretionary authority	69	98	17
4011	Outlays from discretionary balances	56	79	77
4020	Outlays, gross (total)	125	177	94
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Baseline Program [Text]	-17	-30	-30
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	-1		
4080	Outlays, net (discretionary)	108	147	64
Mandatory:				
4090	Budget authority, gross	124	124	124
4180	Budget authority, net (total)	124	124	124
4190	Outlays, net (total)	108	147	64
Memorandum (non-add) entries:				
5054	Fund balance in excess of liquidating requirements, SOY: Contract authority	21	21	21
5055	Fund balance in excess of liquidating requirements, EOY: Contract authority	21	21	21

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)—Continued

Program and Financing—Continued

Identification code 069–8016–0–7–401	2014 actual	2015 est.	2016 est.
5061 Limitation on obligations (Transportation Trust Funds)	124	139	.....

The 2016 Budget presents the National Highway Traffic Safety Administration's proposed reauthorization program and account structure, including the creation of a new Transportation Trust Fund account. The Administration proposes to fund this account from the Highway Account of the Transportation Trust Fund.

The Highway Safety Research and Development programs support research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, driver and passenger occupant protection, traffic enforcement and justice services, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle rider safety, pedestrian and bicycle safety, pupil transportation, young and older driver safety, and development of improved accident investigation procedures.

NHTSA will continue its efforts to further quantify the magnitude and nature of the emerging problem of distracted driving, assess the impact of distraction on driver behavior and driving performance, and inform public attitudes and opinions about distraction. In addition, NHTSA will continue to analyze the impact of product design on the potential for driver distraction, and assess how to effectively manage driver workload to reduce distraction.

NHTSA will continue to operate the National Driver Register's Problem Driver Pointer System, which helps to identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs. Finally, NHTSA will improve its vital data collection and analysis which form the basis of its research, rulemaking, and performance measurement activities.

Object Classification (in millions of dollars)

Identification code 069–8016–0–7–401	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	19	19	19
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	20	20	20
12.1 Civilian personnel benefits	6	6	6
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	6	6	6
23.3 Communications, utilities, and miscellaneous charges	1	10	10
25.2 Other services from non-Federal sources	50	49	49
25.5 Research and development contracts	41	21	21
26.0 Supplies and materials	1	1	1
31.0 Equipment		1	1
41.0 Grants, subsidies, and contributions		24	26
99.0 Direct obligations	126	139	141
99.0 Reimbursable obligations	16	30	30
99.9 Total new obligations	142	169	171

Employment Summary

Identification code 069–8016–0–7–401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	173	173	173

2001 Reimbursable civilian full-time equivalent employment	2	2	2
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OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–8016–7–7–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			15
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)		15	18
1137 Appropriations applied to liquidate contract authority		–15	–18
Contract authority, mandatory:			
1600 Contract authority		15	18
1640 Contract authority, mandatory (total)		15	18
1900 Budget authority (total)		15	18
1930 Total budgetary resources available		15	33
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		15	33
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			–82
3050 Unpaid obligations, end of year			–82
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			–82
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		–81	.....
4011 Outlays from discretionary balances		–79	–69
4020 Outlays, gross (total)		–160	–69
Mandatory:			
4090 Budget authority, gross		15	18
Outlays, gross:			
4100 Outlays from new mandatory authority		81	82
4101 Outlays from mandatory balances		79	69
4110 Outlays, gross (total)		160	151
4180 Budget authority, net (total)		15	18
4190 Outlays, net (total)			82
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			142

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2015 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–8016–9–7–401	2014 actual	2015 est.	2016 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–52	.....	.....
4011 Outlays from discretionary balances	–56	.....	.....
4020 Outlays, gross (total)	–108	.....	.....
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	52	.....	.....
4101 Outlays from mandatory balances	56	.....	.....
4110 Outlays, gross (total)	108	.....	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2014 actual amounts, for comparability purposes.

OPERATIONS AND RESEARCH

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

[For] *Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, [\$138,500,000] \$152,000,000, to be derived from the [Highway] Transportation Trust Fund ([other than the Mass Transit] Highway Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2015] 2016, are in excess of [\$138,500,000] \$152,000,000, of which [\$133,500,000] \$147,000,000 shall be for programs authorized under 23 U.S.C. 403 and \$5,000,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: Provided further, That within the [\$133,500,000] \$152,000,000 obligation limitation for operations and research, [\$20,000,000] \$20,000,000 shall remain available until September 30, [2016] 2017, and shall be in addition to the amount of any limitation imposed on obligations for future years: Provided further, That \$20,000,000 of the total obligation limitation for operations and research in fiscal year 2015 shall be applied toward unobligated balances of contract authority provided in prior Acts for carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code].*

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

VEHICLE SAFETY

Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of the title 49, United States Code, \$179,000,000, to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for planning or execution of programs the total obligations for which, in fiscal year 2016, are in excess of \$179,000,000: Provided further, That, within the \$179,000,000 obligation limitation for operation and research, \$20,000,000 shall remain available through September 30, 2017, and shall be in addition to the amount of any limitation imposed on obligations for future years. (Department of Transportation Appropriations Act, 2015.)

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8016-4-7-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Highway Safety Program			-1
0002 Research and Analysis			-2
0003 Vehicle Safety Program			152
0004 Administrative Expenses			1
0100 Direct program activities, subtotal			150
0900 Total new obligations			150
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			150
1137 Appropriations applied to liquidate contract authority			-150
Contract authority, mandatory:			
1600 Contract authority			189
1640 Contract authority, mandatory (total)			189

1900	Budget authority (total)		189
1930	Total budgetary resources available		189
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		39
Change in obligated balance:			
Unpaid obligations:			
3010	Obligations incurred, unexpired accounts		150
3020	Outlays (gross)		-111
3050	Unpaid obligations, end of year		39
Memorandum (non-add) entries:			
3200	Obligated balance, end of year		39
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		189
Outlays, gross:			
4100	Outlays from new mandatory authority		110
4101	Outlays from mandatory balances		1
4110	Outlays, gross (total)		111
4180	Budget authority, net (total)		189
4190	Outlays, net (total)		111
Memorandum (non-add) entries:			
5053	Obligated balance, EOY: Contract authority		39
5061	Limitation on obligations (Transportation Trust Funds)		189

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

Object Classification (in millions of dollars)

Identification code 069-8016-4-7-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent		41
11.5	Other personnel compensation		1
11.9	Total personnel compensation		42
12.1	Civilian personnel benefits		11
21.0	Travel and transportation of persons		1
23.1	Rental payments to GSA		2
23.3	Communications, utilities, and miscellaneous charges		3
25.2	Other services from non-Federal sources		54
25.5	Research and development contracts		36
31.0	Equipment		1
99.9	Total new obligations		150

Employment Summary

Identification code 069-8016-4-7-401	2014 actual	2015 est.	2016 est.
1001	Direct civilian full-time equivalent employment		369

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Financing (in millions of dollars)

Identification code 069-8020-0-7-401	2014 actual	2015 est.	2016 est.	
Obligations by program activity:				
0001	Section 402 formula grants	235	235	241
0006	Section 3010 High Visibility Enforcement	29	29	29
0011	Administrative Expenses - Chapter 4 of Title 23	25	26	28
0012	Section 406 Safety Belt Performance NASS Modernization (no-year limitation)	4	.....	.....
0014	Section 405A Occupant Protection Grants .....	.....	44	45
0015	Section 405B State Traffic Information System Improvements	59	39	40
0016	Section 405C Impaired Driving Countermeasures	53	143	146
0017	Section 405D Distracted Driving	143	23	24
0018	Section 405E Motorcyclist Safety	7	4	4
0019	Section 405F State Graduated Driver Licensing Laws	4	14	14
0020	Section 403H In-Vehicle Alcohol Detection Device Research	5	5	6
0021	Section 154/164 Penalties to 402 Program	100	.....	.....
0900	Total new obligations	664	562	577

HIGHWAY TRAFFIC SAFETY GRANTS—Continued
Program and Financing—Continued

Identification code 069–8020–0–7–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	188	187	188
1021 Recoveries of prior year unpaid obligations	1	1	1
1050 Unobligated balance (total)	189	188	189
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	562	562	562
1121 Appropriations transferred from other acct [069–8083]	239		
1137 Appropriations applied to liquidate contract authority	–801	–562	–562
Contract authority, mandatory:			
1600 Contract authority	562	562	562
1611 Contract authority transferred from other accounts [069–8083]	100		
1640 Contract authority, mandatory (total)	662	562	562
1900 Budget authority (total)	662	562	562
1930 Total budgetary resources available	851	750	751
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	187	188	174
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	885	914	791
3010 Obligations incurred, unexpired accounts	664	562	577
3020 Outlays (gross)	–634	–684	–443
3040 Recoveries of prior year unpaid obligations, unexpired	–1	–1	–1
3050 Unpaid obligations, end of year	914	791	924
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	885	914	791
3200 Obligated balance, end of year	914	791	924
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	131	230	
4011 Outlays from discretionary balances	503	454	443
4020 Outlays, gross (total)	634	684	443
Mandatory:			
4090 Budget authority, gross	662	562	562
4180 Budget authority, net (total)	662	562	562
4190 Outlays, net (total)	634	684	443
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	53	192	192
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	192	192	192
5061 Limitation on obligations (Transportation Trust Funds)	562	562	

The 2016 Budget presents the National Highway Traffic Safety Administration's proposed reauthorization program and account structure, including the creation of a new Transportation Trust Fund account. The Administration proposes to fund this account from the Highway Account of the Transportation Trust Fund.

NHTSA provides grants to States for activities related to the promotion of highway traffic safety. Contingent upon enactment of multi-year surface transportation authorization legislation, the agency would receive \$577,000,000 for these grant programs to remain available until expended. Under Section 402, the agency supports State highway safety programs, approved by the Secretary, which are designed to reduce traffic accidents and the resulting deaths, injuries and property damage. The agency will continue to implement and promote the use of performance measures and targets as a condition of approval in these programs and to ensure efficient and effective use of funds. The agency also will use dedicated funds from the program to support high visibility enforcement campaigns in the States that promote the use of seat belts and the reduction of drunk driving. Under Section 405, the agency will make grant awards to States that focus on specific national priority traffic safety areas aimed at reducing highway deaths and injuries. The agency will make grants to States that develop qualifying plans and complying laws in accordance with the statutory cri-

teria. The focus areas under the grant program support occupant protection, state traffic safety information system improvements, impaired driving countermeasures, distracted driving, motorcyclist safety, and state graduated driving licensing programs.

Object Classification (in millions of dollars)

Identification code 069–8020–0–7–401	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	10	11	11
12.1 Civilian personnel benefits	3	3	3
23.3 Communications, utilities, and miscellaneous charges	12	12	12
25.2 Other services from non-Federal sources	77	41	41
41.0 Grants, subsidies, and contributions	562	495	510
99.9 Total new obligations	664	562	577

Employment Summary

Identification code 069–8020–0–7–401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	84	91	84

HIGHWAY TRAFFIC SAFETY GRANTS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–8020–7–7–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			9
1137 Appropriations applied to liquidate contract authority			–9
Contract authority, mandatory:			
1600 Contract authority			9
1640 Contract authority, mandatory (total)			9
1900 Budget authority (total)			9
1930 Total budgetary resources available			9
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			9
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			–234
3050 Unpaid obligations, end of year			–234
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			–234
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		–230	
4011 Outlays from discretionary balances		–454	–443
4020 Outlays, gross (total)		–684	–443
Mandatory:			
4090 Budget authority, gross			9
Outlays, gross:			
4100 Outlays from new mandatory authority		230	234
4101 Outlays from mandatory balances		454	443
4110 Outlays, gross (total)		684	677
4180 Budget authority, net (total)			9
4190 Outlays, net (total)			234
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			571

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2015 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary

obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

HIGHWAY TRAFFIC SAFETY GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–8020–9–7–401	2014 actual	2015 est.	2016 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–131		
4011 Outlays from discretionary balances	–503		
4020 Outlays, gross (total)	–634		
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	131		
4101 Outlays from mandatory balances	503		
4110 Outlays, gross (total)	634		

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2014 actual amounts, for comparability purposes.

HIGHWAY TRAFFIC SAFETY GRANTS
(Legislative proposal, not subject to PAYGO)
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
([HIGHWAY] TRANSPORTATION TRUST FUND)

[For] *Contingent on the enactment of the multi-year transportation authorization legislation, for payment of obligations incurred in carrying out provisions of 23 U.S.C. 402 and 405, section 2009 of Public Law 109–59, as amended by Public Law 112–141, and section 31101(a)(6) of Public Law 112–141, to remain available until expended, \$561,500,000 \$577,000,000, to be derived from the [Highway] Transportation Trust Fund ([other than the Mass Transit] Highway Account):* *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year **[2015] 2016**, are in excess of **\$561,500,000 \$577,000,000** for programs authorized under 23 U.S.C. 402 and 405, section 2009 of Public Law 109–59, as amended by Public Law 112–141, and section 31101(a)(6) of Public Law 112–141, of which **\$235,000,000 \$241,146,000** shall be for "Highway Safety Programs" under 23 U.S.C. 402; **\$272,000,000 \$278,705,000** shall be for "National Priority Safety Programs" under 23 U.S.C. 405; **\$29,000,000** shall be for "High Visibility Enforcement Program" under section 2009 of Public Law 109–59, as amended by Public Law 112–141; **\$25,500,000 \$28,149,000** shall be for "Administrative Expenses" under section 31101(a)(6) of Public Law 112–141: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: *Provided further*, That not to exceed \$500,000 of the funds made available for "National Priority Safety Programs" under 23 U.S.C. 405 for "Impaired Driving Countermeasures" (as described in subsection (d) of that section) shall be available for technical assistance to the States: *Provided further*, That with respect to the "Transfers" provision under 23 U.S.C. 405(a)(1)(G), any amounts transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: *Provided further*, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the previous proviso or under 23 U.S.C. 405(a)(1)(G) within 60 days. (*Department of Transportation Appropriations Act, 2015.*)

HIGHWAY TRAFFIC SAFETY GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8020–4–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Direct program activity			15
0900 Total new obligations (object class 41.0)			15

Budgetary resources:

Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			6
1137 Appropriations applied to liquidate contract authority			–6
Contract authority, mandatory:			
1600 Contract authority			6
1640 Contract authority, mandatory (total)			6
1900 Budget authority (total)			6
1930 Total budgetary resources available			6
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–9

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			15
3020 Outlays (gross)			–2
3050 Unpaid obligations, end of year			13
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			13

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			6
Outlays, gross:			
4100 Outlays from new mandatory authority			2
4180 Budget authority, net (total)			6
4190 Outlays, net (total)			2

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)			6
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The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION

SEC. 140. An additional \$130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

SEC. 141. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws but only to the extent that the obligation authority has not lapsed or been used.

SEC. 142. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code. (*Department of Transportation Appropriations Act, 2015.*)

FEDERAL RAILROAD ADMINISTRATION

The following tables show the funding for all Federal Railroad Administration programs:

	2014 actual	2015 est.	2016 est.
Budget Authority:			
Safety and Operations	185	187	204
Railroad Safety Technology Program	0	0	0
Railroad Research and Development	35	39	39
Grants to Amtrak	0	0	0
Current Passenger Rail Service (CA) (TF) (M)	0	0	2,450
Rail Service Improvement Program (CA) (TF) (M)	0	0	2,325
Rail Line Relocation	0	0	0
Intercity Passenger Rail Grant Program	0	0	0
Capital and Debt Service Grants to Amtrak (Reclassified) (M)	1050	1,140	0
Operating Subsidy Grants to Amtrak (Reclassified) (M)	340	250	0
Railroad Safety Grants	0	10	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants (Reclassified) (M)	0	0	0
Northeast Corridor Improvement Program	–4	0	0
Railroad Rehabilitation and Repair Program	0	0	0
Pennsylvania Station Redevelopment Project	0	0	0
Railroad Rehabilitation and Improvement Program (M)	44	31	0
Next Generation High Speed Rail	–2	0	0

Total Budget Authority-Discretionary	214	236	243
Total Budget Authority-Mandatory	1,434	1,421	4,775
Total Budget Authority-Net	1,648	1,657	5,018
Outlays:			
Safety and Operations	194	193	183
Railroad Safety Technology Program	8	10	0
Railroad Research and Development	44	46	40
Current Passenger Rail Service (CA) (TF) (M)	0	0	1,376
Rail Service Improvement Program (CA) (TF) (M)	0	0	438
Rail Line Relocation	20	12	12
Intercity Passenger Rail Grant Program	29	17	14
Capital and Debt Service Grants to Amtrak (Reclassified) (M)	893	1,131	200
Operating Subsidy Grants to Amtrak (Reclassified) (M)	340	250	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants (Reclassified) (M)	1,094	1,812	2,689
Grants to Amtrak	134	78	49
Railroad Safety Grants	0	1	4
Northeast Corridor Improvement Program	0	1	0
Railroad Rehabilitation and Repair Program	1	2	0
Pennsylvania Station Redevelopment Project	11	14	10
Railroad Rehabilitation and Improvement Program (M)	44	31	0
Next Generation High-Speed Rail	1	3	3
Total Outlays-Discretionary	442	377	315
Total Outlays-Mandatory	2,371	3,224	4,703
Total Outlays-Net	2,813	3,601	5,018

Memorandum (non-add) entries:			
3100 Obligated balance, start of year	89	87	83
3200 Obligated balance, end of year	87	83	101
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	187	193	210
Outlays, gross:			
4010 Outlays from new discretionary authority	154	145	157
4011 Outlays from discretionary balances	42	54	33
4020 Outlays, gross (total)	196	199	190
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-2	-2	-2
4033 Non-Federal sources	-2	-4	-4
4040 Offsets against gross budget authority and outlays (total)	-2	-6	-6
4070 Budget authority, net (discretionary)	185	187	204
4080 Outlays, net (discretionary)	194	193	184
4180 Budget authority, net (total)	185	187	204
4190 Outlays, net (total)	194	193	184

Funds requested in the Safety and Operations account to support the Federal Railroad Administration's (FRA) personnel and administrative expenses, the cost of rail safety inspectors, and other program activities including contracts. Resources are also provided to fund information management, research and technology, safety education, and outreach.

Federal Funds

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, **[\$186,870,000]** \$203,800,000, of which **[\$15,400,000]** \$15,900,000 shall remain available until expended. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-0700-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Safety and Operations	184	186	203
0006 Alaska railroad liabilities	1	1	1
0100 Total direct program	185	187	204
0799 Total direct obligations	185	187	204
0801 Reimbursable services	10	6	6
0900 Total new obligations	185	197	210
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	11	13	10
1021 Recoveries of prior year unpaid obligations	1	1	1
1050 Unobligated balance (total)	12	14	11
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	185	187	204
1160 Appropriation, discretionary (total)	185	187	204
Spending authority from offsetting collections, discretionary:			
1700 Collected	2	6	6
1750 Spending auth from offsetting collections, disc (total)	2	6	6
1900 Budget authority (total)	187	193	210
1930 Total budgetary resources available	199	207	221
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1	.....	.....
1941 Unexpired unobligated balance, end of year	13	10	11

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	89	87	83
3010 Obligations incurred, unexpired accounts	185	197	210
3011 Obligations incurred, expired accounts	8	.....	.....
3020 Outlays (gross)	-196	-199	-190
3031 Unpaid obligations transferred from other accts [070-0560]	10	.....	.....
3040 Recoveries of prior year unpaid obligations, unexpired	-1	-1	-1
3041 Recoveries of prior year unpaid obligations, expired	-8	-1	-1
3050 Unpaid obligations, end of year	87	83	101

Object Classification (in millions of dollars)

Identification code 069-0700-0-1-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	84	87	92
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	2	2
11.9 Total personnel compensation	86	90	95
12.1 Civilian personnel benefits	28	30	35
21.0 Travel and transportation of persons	10	10	11
23.1 Rental payments to GSA	7	7	7
23.3 Communications, utilities, and miscellaneous charges	1	1	2
25.1 Advisory and assistance services	23	22	24
25.2 Other services from non-Federal sources .....	.....	1	3
25.3 Other goods and services from Federal sources	17	13	15
25.7 Operation and maintenance of equipment	10	10	9
31.0 Equipment	1	2	2
41.0 Grants, subsidies, and contributions	1	1	1
99.0 Direct obligations	184	187	204
99.0 Reimbursable obligations	1	10	6
99.9 Total new obligations	185	197	210

Employment Summary

Identification code 069-0700-0-1-401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	847	874	964

RAILROAD SAFETY GRANTS

Program and Financing (in millions of dollars)

Identification code 069-0702-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Rail Safety Grants	10	.....
0900 Total new obligations (object class 41.0)	10	.....
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10	.....
1160 Appropriation, discretionary (total)	10	.....
1930 Total budgetary resources available	10	.....

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1			9
3010	Obligations incurred, unexpired accounts	10		
3020	Outlays (gross)	-1		-4
3050	Unpaid obligations, end of year	9		5
Memorandum (non-add) entries:				
3100	Obligated balance, start of year			9
3200	Obligated balance, end of year	9		5

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	10		
Outlays, gross:				
4010	Outlays from new discretionary authority	1		
4011	Outlays from discretionary balances			4
4020	Outlays, gross (total)	1		4
4180	Budget authority, net (total)	10		
4190	Outlays, net (total)	1		4

Funding for this program was provided in FY 2015 for discretionary grants for grade crossing and track improvement on rail routes that transport energy products. No new funds are requested in this account for FY 2016.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$39,100,000]** \$39,250,000, to remain available until expended. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-0745-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Railroad system issues	4	4	4
0002 Human factors	4	6	6
0003 Rolling stock and components	3		
0004 Track and structures	5		
0005 Track and train interaction	4		
0006 Train control	7		
0007 Grade crossings	2		
0008 Hazardous materials transportation	2		
0009 Train occupant protection	4		
0010 R&D facilities and test equipment	3		
0011 Planning		4	
0012 Track Program		11	11
0013 Rolling Stock Program		10	10
0014 Train Control and Communication		8	8
0100 Total direct program	38	43	39
0799 Total direct obligations	38	43	39
0801 Railroad Research and Development (Reimbursable)		2	2
0900 Total new obligations	38	45	41
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	8	4
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	11	8	4
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	35	39	39
1160 Appropriation, discretionary (total)	35	39	39
Spending authority from offsetting collections, discretionary:			
1700 Collected		2	2
1750 Spending auth from offsetting collections, disc (total)		2	2
1900 Budget authority (total)	35	41	41
1930 Total budgetary resources available	46	49	45
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	8	4	4
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	46	39	36
3010 Obligations incurred, unexpired accounts	38	45	41
3020 Outlays (gross)	-44	-48	-42

3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	39	36	35
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-1	-1	-1
3090 Uncollected pymts, Fed sources, end of year	-1	-1	-1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	45	38	35
3200 Obligated balance, end of year	38	35	34

Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	35	41	41
Outlays, gross:			
4010 Outlays from new discretionary authority	12	14	14
4011 Outlays from discretionary balances	32	34	28
4020 Outlays, gross (total)	44	48	42
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources		-2	-2
4180 Budget authority, net (total)	35	39	39
4190 Outlays, net (total)	44	46	40

Funding requested in the Railroad Research and Development Program is focused on improving railroad safety. It provides scientific and engineering support for the Federal Railroad Administration's rail safety rulemaking and enforcement efforts. It also identifies and develops emerging technologies for the rail industry to adopt voluntarily. The outcomes of the research and development reduced accidents and incidents. The program also supports intercity passenger rail development by providing technical assistance, equipment specifications, proposal evaluations and Buy America compliance. In addition to improving safety, the program contributes significantly towards achieving the Department of Transportation's (DOT) other strategic goals, e.g., state of good repair.

The program focuses on the following areas of research:

Track Program.—Reducing derailments due to track related causes.

Rolling Stock Program.—Reducing derailments due to equipment failures, to minimize the consequences of derailments, and to minimize hazardous material releases.

Train Control and Communication.—Reducing train to train collisions and train collisions with objects on the line of grade crossings.

Human Factors Program.—Reducing accidents caused by human error.

Railroad System Issues Program.—Prioritizing Research and Development (R&D) projects on the basis of relevance to safety risk reduction and other DOT goals.

Object Classification (in millions of dollars)

Identification code 069-0745-0-1-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.1 Advisory and assistance services	3	3	2
25.3 Other goods and services from Federal sources	1	1	1
25.4 Operation and maintenance of facilities	2	3	2
25.5 Research and development contracts	29	23	21
32.0 Land and structures	1	1	1
41.0 Grants, subsidies, and contributions	2	12	12
99.0 Direct obligations	38	43	39
99.0 Reimbursable obligations		2	2
99.9 Total new obligations	38	45	41

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 069-0723-0-1-401	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	45	34	20
3020 Outlays (gross)	-11	-14	-10
3050 Unpaid obligations, end of year	34	20	10

PENNSYLVANIA STATION REDEVELOPMENT PROJECT—Continued
Program and Financing—Continued

Identification code 069-0723-0-1-401	2014 actual	2015 est.	2016 est.
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	45	34	20
3200 Obligated balance, end of year	34	20	10
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	11	14	10
4190 Outlays, net (total)	11	14	10

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. In 2000, FRA received an advance appropriation of \$20 million for 2001, 2002, and 2003. In 2001, the Congress specified that the \$20 million advance appropriation for the Farley Building be used exclusively for fire and life safety initiatives. No new funds are requested for this program in fiscal year 2016.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in millions of dollars)

Identification code 069-0704-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0005 System Eng / Program Mgmt		1	
0007 Capital And Debt Grant Sandy Mitigation		81	
0009 Sandy Oversight		1	
0900 Total new obligations		83	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	83	83	
1930 Total budgetary resources available	83	83	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	83		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	195	61	66
3010 Obligations incurred, unexpired accounts		83	
3020 Outlays (gross)	-134	-78	-49
3050 Unpaid obligations, end of year	61	66	17
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	195	61	66
3200 Obligated balance, end of year	61	66	17
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	134	78	49
4190 Outlays, net (total)	134	78	49

The National Railroad Passenger Corporation (Amtrak) was established in 1970 through the Rail Passenger Service Act. Amtrak is operated and managed as a for-profit corporation with all Board members appointed by the President, with the advice and consent of the Senate. Amtrak is not an agency or instrument of the U.S. Government, although since the railroad's creation FRA has provided it annual grants for operating and capital costs.

Prior to 2006, FRA received annual appropriations in this account for grants to Amtrak. Since that time, FRA has received individual appropriations for capital, operating, and efficiency incentive grants.

In addition, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$1.3 billion to Amtrak for capital grants, of which \$450 million was for improving security and \$850 million was for improving infrastructure.

In FY 2013, FRA received \$112 million in this account from the Disaster Relief Appropriations Act of FY 2013 (P.L. 113-2) to fund Amtrak's recovery from Super storm Sandy, including \$30 million for repair work and \$81 million for disaster mitigation projects. FRA also received a \$185 million transfer from the Federal Transit Administration for the Hudson Yards disaster resiliency project in New York City. No funds are requested for this account for fiscal year 2016.

Object Classification (in millions of dollars)

Identification code 069-0704-0-1-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.3 Other goods and services from Federal sources		1	
41.0 Grants, subsidies, and contributions		82	
99.9 Total new obligations		83	

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

【To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation, in amounts based on the Secretary's assessment of the Corporation's seasonal cash flow requirements, for the operation of intercity passenger rail, as authorized by section 101 of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), \$250,000,000, to remain available until expended: *Provided*, That the amounts available under this paragraph shall be available for the Secretary to approve funding to cover operating losses for the Corporation only after receiving and reviewing a grant request for each specific train route: *Provided further*, That each such grant request shall be accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection justifying the Federal support to the Secretary's satisfaction: *Provided further*, That not later than 60 days after enactment of this Act, the Corporation shall transmit, in electronic format, to the Secretary and the House and Senate Committees on Appropriations the annual budget, business plan, the 5-Year Financial Plan for fiscal year 2015 required under section 204 of the Passenger Rail Investment and Improvement Act of 2008 and the comprehensive fleet plan for all Amtrak rolling stock: *Provided further*, That the budget, business plan and the 5-Year Financial Plan shall include annual information on the maintenance, refurbishment, replacement, and expansion for all Amtrak rolling stock consistent with the comprehensive fleet plan: *Provided further*, That the Corporation shall provide monthly performance reports in an electronic format which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes as well as progress against the milestones and target dates of the 2012 performance improvement plan: *Provided further*, That the Corporation's budget, business plan, 5-Year Financial Plan, semiannual reports, monthly reports, comprehensive fleet plan and all supplemental reports or plans comply with requirements in Public Law 112-55: *Provided further*, That none of the funds provided in this Act may be used to support any route on which Amtrak offers a discounted fare of more than 50 percent off the normal peak fare: *Provided further*, That the preceding proviso does not apply to routes where the operating loss as a result of the discount is covered by a State and the State participates in the setting of fares.】 (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-0121-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Operating subsidy grants	340	250	
0900 Total new obligations (object class 41.0)	340	250	
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	340	250	
1160 Appropriation, discretionary (total)	340	250	
1930 Total budgetary resources available	340	250	
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	340	250	
3020 Outlays (gross)	-340	-250	

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	340	250
Outlays, gross:			
4010	Outlays from new discretionary authority	340	250
4180	Budget authority, net (total)	340	250
4190	Outlays, net (total)	340	250

No funds are requested for this account in 2016. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Current Passenger Rail Service account that would be funded from the Rail Account of the Transportation Trust Fund.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-0121-7-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-250	.....
1160	Appropriation, discretionary (total)	-250	.....
Appropriations, mandatory:			
1200	Appropriation	250	254
1260	Appropriations, mandatory (total)	250	254
1900	Budget authority (total) .....	.....	254
1930	Total budgetary resources available .....	.....	254
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year .....	.....	254
Change in obligated balance:			
Unpaid obligations:			
3020	Outlays (gross) .....	.....	-254
3050	Unpaid obligations, end of year .....	.....	-254
Memorandum (non-add) entries:			
3200	Obligated balance, end of year .....	.....	-254
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-250	.....
Outlays, gross:			
4010	Outlays from new discretionary authority	-250	.....
Mandatory:			
4090	Budget authority, gross	250	254
Outlays, gross:			
4100	Outlays from new mandatory authority	250	254
4180	Budget authority, net (total) .....	.....	254
4190	Outlays, net (total) .....	.....	254

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Rail Account of the Transportation Trust Fund. This schedule reclassifies 2015 enacted and baseline budget authority and outlays as mandatory for comparability purposes and to calculate the spending increase above the baseline subject to PAYGO.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-0121-9-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-340	.....
1160	Appropriation, discretionary (total)	-340	.....
Appropriations, mandatory:			
1200	Appropriation	340	.....
1260	Appropriations, mandatory (total)	340	.....

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-340	.....
Outlays, gross:			
4010	Outlays from new discretionary authority	-340	.....
Mandatory:			
4090	Budget authority, gross	340	.....
Outlays, gross:			
4100	Outlays from new mandatory authority	340	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Rail Account of the Transportation Trust Fund. This schedule reclassifies 2014 actual budget authority and outlays as mandatory for comparability purposes.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-0121-4-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200	Appropriation .....	.....	-254
1260	Appropriations, mandatory (total) .....	.....	-254
1930	Total budgetary resources available .....	.....	-254
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year .....	.....	-254
Change in obligated balance:			
Unpaid obligations:			
3020	Outlays (gross) .....	.....	254
3050	Unpaid obligations, end of year .....	.....	254
Memorandum (non-add) entries:			
3200	Obligated balance, end of year .....	.....	254
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross .....	.....	-254
Outlays, gross:			
4100	Outlays from new mandatory authority .....	.....	-254
4180	Budget authority, net (total) .....	.....	-254
4190	Outlays, net (total) .....	.....	-254

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

【To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for capital investments as authorized by sections 101(c), 102, and 219(b) of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), \$1,140,000,000, to remain available until expended, of which not to exceed \$175,000,000 shall be for debt service obligations as authorized by section 102 of such Act: *Provided*, That of the amounts made available under this heading, not less than \$50,000,000 shall be made available to bring Amtrak-served facilities and stations into compliance with the Americans with Disabilities Act: *Provided further*, That after an initial distribution of up to \$200,000,000, which shall be used by the Corporation as a working capital account, all remaining funds shall be provided to the Corporation only on a reimbursable basis: *Provided further*, That of the amounts made available under this heading, up to \$50,000,000 may be used by the Secretary to subsidize operating losses of the Corporation should the funds provided under the heading "Operating Grants to the National Railroad Passenger Corporation" be insufficient to meet operational costs for fiscal year 2015: *Provided further*, That the Secretary may retain up to one-half of 1 percent of the funds provided under this heading to fund the costs of project management and

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued

oversight of activities authorized by subsections 101(a) and 101(c) of division B of Public Law 110-432: *Provided further*, That the Secretary shall approve funding for capital expenditures, including advance purchase orders of materials, for the Corporation only after receiving and reviewing a grant request for each specific capital project justifying the Federal support to the Secretary's satisfaction: *Provided further*, That except as otherwise provided herein, none of the funds under this heading may be used to subsidize operating losses of the Corporation: *Provided further*, That none of the funds under this heading may be used for capital projects not approved by the Secretary of Transportation or on the Corporation's fiscal year 2015 business plan: *Provided further*, That in addition to the project management oversight funds authorized under section 101(d) of division B of Public Law 110-432, the Secretary may retain up to an additional \$5,000,000 of the funds provided under this heading to fund expenses associated with implementing section 212 of division B of Public Law 110-432, including the amendments made by section 212 to section 24905 of title 49, United States Code.】 (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-0125-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0002 Capital & Debt Service Grants	990	1,093	.....
0005 Grants Oversight	7	9	.....
0006 Northeast Corridor Commission		10	.....
0007 American Disability Act (ADA)	50	50	.....
0900 Total new obligations	1,047	1,162	.....
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	19	22	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1,050	1,140	.....
1160 Appropriation, discretionary (total)	1,050	1,140	.....
1930 Total budgetary resources available	1,069	1,162	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	22		.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	15	169	200
3010 Obligations incurred, unexpired accounts	1,047	1,162	.....
3020 Outlays (gross)	-893	-1,131	-200
3050 Unpaid obligations, end of year	169	200	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	15	169	200
3200 Obligated balance, end of year	169	200	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,050	1,140	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	886	969	.....
4011 Outlays from discretionary balances	7	162	200
4020 Outlays, gross (total)	893	1,131	200
4180 Budget authority, net (total)	1,050	1,140	.....
4190 Outlays, net (total)	893	1,131	200

No funds are requested in this account for fiscal year 2016. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Current Passenger Rail Service account that would be funded from the Rail Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-0125-0-1-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent		1	.....
25.1 Advisory and assistance services	7	8	.....
41.0 Grants, subsidies, and contributions	1,040	1,153	.....

99.9 Total new obligations 1,047 1,162

Employment Summary

Identification code 069-0125-0-1-401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	1	5	.....

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-0125-7-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-1,140	.....
1160 Appropriation, discretionary (total)		-1,140	.....
Appropriations, mandatory:			
1200 Appropriation		1,140	1,157
1260 Appropriations, mandatory (total)		1,140	1,157
1900 Budget authority (total)			1,157
1930 Total budgetary resources available			1,157
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			1,157
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			-983
3050 Unpaid obligations, end of year			-983
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-983
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-1,140	.....
Outlays, gross:			
4010 Outlays from new discretionary authority		-969	.....
4011 Outlays from discretionary balances		-162	-200
4020 Outlays, gross (total)		-1,131	-200
Mandatory:			
4090 Budget authority, gross		1,140	1,157
Outlays, gross:			
4100 Outlays from new mandatory authority		969	983
4101 Outlays from mandatory balances		162	200
4110 Outlays, gross (total)		1,131	1,183
4180 Budget authority, net (total)			1,157
4190 Outlays, net (total)			983

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 enacted and baseline budget authority as mandatory for comparability purposes and to calculate the spending increase above the baseline subject to PAYGO.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-0125-9-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-1,050	.....	.....
1160 Appropriation, discretionary (total)	-1,050	.....	.....
Appropriations, mandatory:			
1200 Appropriation	1,050	.....	.....
1260 Appropriations, mandatory (total)	1,050	.....	.....

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-1,050	
Outlays, gross:			
4010	Outlays from new discretionary authority	-886	
4011	Outlays from discretionary balances	-7	
4020	Outlays, gross (total)	-893	
Mandatory:			
4090	Budget authority, gross	1,050	
Outlays, gross:			
4100	Outlays from new mandatory authority	886	
4101	Outlays from mandatory balances	7	
4110	Outlays, gross (total)	893	

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Rail Account of the Transportation Trust Fund. This schedule reclassifies 2014 actual budget authority and outlays as mandatory for comparability purposes.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-0125-4-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200	Appropriation		-1,157
1260	Appropriations, mandatory (total)		-1,157
1930	Total budgetary resources available		-1,157
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		-1,157
Change in obligated balance:			
Unpaid obligations:			
3020	Outlays (gross)		983
3050	Unpaid obligations, end of year		983
Memorandum (non-add) entries:			
3200	Obligated balance, end of year		983
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		-1,157
Outlays, gross:			
4100	Outlays from new mandatory authority		-983
4180	Budget authority, net (total)		-1,157
4190	Outlays, net (total)		-983

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

Identification code 069-0124-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001	Emergency Railroad Rehabilitation and Repair	2	
0900	Total new obligations (object class 41.0)	2	
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	2	2
1930	Total budgetary resources available	2	2

Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	2	

Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	1	
3010	Obligations incurred, unexpired accounts		2
3020	Outlays (gross)	-1	-2
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	1	

Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	1	2
4190	Outlays, net (total)	1	2

Funding for this program was provided in a supplemental appropriation in 2008. This program provides discretionary grants to States to repair and rehabilitate Class II and Class III railroad infrastructure damaged by hurricanes, floods, and other natural disasters in areas for which the President declared a major disaster under title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1974. No new funding is requested in fiscal year 2016 for this program.

INTERCITY PASSENGER RAIL GRANT PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0715-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001	Intercity passenger rail grants	11	7
0900	Total new obligations (object class 41.0)	11	7
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	17	18
1021	Recoveries of prior year unpaid obligations	1	
1050	Unobligated balance (total)	18	18
1930	Total budgetary resources available	18	18
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	18	7
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	70	40
3010	Obligations incurred, unexpired accounts		11
3020	Outlays (gross)	-29	-17
3040	Recoveries of prior year unpaid obligations, unexpired	-1	
3050	Unpaid obligations, end of year	40	34
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	70	40
3200	Obligated balance, end of year	40	34
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	29	17
4190	Outlays, net (total)	29	17

This competitive grant program encourages state participation in passenger rail service. Under this program, a State or States may apply for grants for up to 50 percent of the cost of capital investments necessary to support improved intercity passenger rail service that either requires no operating subsidy or for which the State or States agree to provide any needed operating subsidy. To qualify for funding, States must include intercity passenger rail service as an integral part of statewide transportation planning as required under 23 U.S.C. 135. Additionally, the specific project must be on the Statewide Transportation Improvement Plan at the time of application.

No new funds are requested for this program in fiscal year 2016.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER
RAIL SERVICE

Program and Financing (in millions of dollars)

Identification code 069-0719-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0003 Capital Assistance High-Speed Rail Corridors and IPR Service Grants	24	53	.....
0004 Capital Assistance High-Speed Rail Corridors and IPR Service Oversight	7	4	4
0006 Capital Assistance High-Speed Rail Corridors and IPR Service Planning Activities	1	.....	.....
0900 Total new obligations	32	57	4
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	99	69	12
1021 Recoveries of prior year unpaid obligations	2	.....	.....
1050 Unobligated balance (total)	101	69	12
1930 Total budgetary resources available	101	69	12
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	69	12	8
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8,397	7,323	5,568
3010 Obligations incurred, unexpired accounts	32	57	4
3020 Outlays (gross)	-1,094	-1,812	-2,689
3040 Recoveries of prior year unpaid obligations, unexpired	-2	.....	.....
3041 Recoveries of prior year unpaid obligations, expired	-10	.....	.....
3050 Unpaid obligations, end of year	7,323	5,568	2,883
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8,397	7,323	5,568
3200 Obligated balance, end of year	7,323	5,568	2,883
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1,094	1,812	2,689
4190 Outlays, net (total)	1,094	1,812	2,689

Through this program, FRA provides capital grants to States to invest and improve intercity passenger rail service, including the development of new high-speed rail capacity. Activity in this account includes the \$8 billion provided by the American Recovery and Reinvestment Act of 2009 and an additional \$2.1 billion provided in subsequent enacted appropriations. No funds are requested in this account for fiscal year 2016. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Rail Service Improvement Program account that would be funded from the Rail Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-0719-0-1-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.3 Personnel compensation: Other than full-time permanent	1	1	1
25.1 Advisory and assistance services	7	3	3
25.5 Research and development contracts	1	.....	.....
41.0 Grants, subsidies, and contributions	23	53	.....
99.9 Total new obligations	32	57	4

Employment Summary

Identification code 069-0719-0-1-401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	3	7	5

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER
RAIL SERVICE

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-0719-7-1-401	2014 actual	2015 est.	2016 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	-1,812	-2,689
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances	1,812	2,689

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 outlays as mandatory for comparability purposes and to calculate the spending increase above the baseline subject to PAYGO.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER
RAIL SERVICE

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-0719-9-1-401	2014 actual	2015 est.	2016 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	-1,094	.....	.....
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances	1,094	.....	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 actual budget authority and outlays as mandatory for comparability purposes.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER
RAIL SERVICE

(Legislative proposal, subject to PAYGO)

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

NEXT GENERATION HIGH-SPEED RAIL

Program and Financing (in millions of dollars)

Identification code 069-0722-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0003 Next Generation High-Speed Rail .....	.....	7	.....
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	9	2
1021 Recoveries of prior year unpaid obligations	1	.....	.....
1050 Unobligated balance (total)	11	9	2

Budget authority:				
Appropriations, discretionary:				
1131	Unobligated balance of appropriations permanently reduced	-2		
1160	Appropriation, discretionary (total)	-2		
1930	Total budgetary resources available	9	9	2
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	9	2	2

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	4	2	6
3010	Obligations incurred, unexpired accounts		7	
3020	Outlays (gross)	-1	-3	-3
3040	Recoveries of prior year unpaid obligations, unexpired	-1		
3050	Unpaid obligations, end of year	2	6	3
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	4	2	6
3200	Obligated balance, end of year	2	6	3

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	-2		
Outlays, gross:				
4011	Outlays from discretionary balances	1	3	3
4180	Budget authority, net (total)	-2		
4190	Outlays, net (total)	1	3	3

The Next Generation High-Speed Rail Program funds research, development, technology demonstration programs, and the planning and analysis required to evaluate high speed rail technology proposals. No new funds are requested for this program in fiscal year 2016.

Object Classification (in millions of dollars)

Identification code 069-0722-0-1-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.5	Research and development contracts	1	
41.0	Grants, subsidies, and contributions	6	
99.9	Total new obligations	7	

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0123-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001	Northeast Corridor Improvement Program	1	
0900	Total new obligations (object class 41.0)	1	
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	5	1
Budget authority:			
Appropriations, discretionary:			
1131	Unobligated balance of appropriations permanently reduced	-4	
1160	Appropriation, discretionary (total)	-4	
1930	Total budgetary resources available	1	1
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	1	
Change in obligated balance:			
Unpaid obligations:			
3010	Obligations incurred, unexpired accounts	1	
3020	Outlays (gross)	-1	
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4000	Budget authority, gross	-4	
Outlays, gross:			
4011	Outlays from discretionary balances	1	
4180	Budget authority, net (total)	-4	
4190	Outlays, net (total)	1	

This program provided funds to continue the upgrade of passenger rail service in the corridor between Washington, District of Columbia, and Boston, Massachusetts. Since 2001, capital funding has been provided in the National Railroad Passenger Corporation (Amtrak) appropriation. No funds are requested for this account in 2016

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0716-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001	Rail line relocation	9	10
0900	Total new obligations (object class 41.0)	9	10
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	19	10
1930	Total budgetary resources available	19	10
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	10	
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	44	33
3010	Obligations incurred, unexpired accounts	9	10
3020	Outlays (gross)	-20	-12
3050	Unpaid obligations, end of year	33	31
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	44	33
3200	Obligated balance, end of year	33	31
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	20	12
4190	Outlays, net (total)	20	12

This program provides Federal assistance to States for relocating or making necessary improvements to local rail lines. No new funds are requested for this program in fiscal year 2016.

RAIL SAFETY TECHNOLOGY PROGRAM

Program and Financing (in millions of dollars)

Identification code 069-0701-0-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	1	1
1930	Total budgetary resources available	1	1
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	1	1
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	19	11
3020	Outlays (gross)	-8	-10
3050	Unpaid obligations, end of year	11	1
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	19	11
3200	Obligated balance, end of year	11	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	8	10
4190	Outlays, net (total)	8	10

The Railroad Safety Technology Program is a competitive grant program for the deployment of train control technologies to passenger and freight rail carriers, railroad suppliers, and State and local governments. Projects may include the deployment of train control technologies, train control

RAIL SAFETY TECHNOLOGY PROGRAM—Continued

component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new technologies that improve the safety of railroad systems.

FRA has given priority to projects that make technologies interoperable between railroad systems; accelerate the deployment of train control technology on high risk corridors, such as those that have high volumes of hazardous materials shipments, or over which commuter or passenger trains operate; or benefit both passenger and freight safety and efficiency.

No new funds are requested in this account for fiscal year 2016.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Secretary of Transportation is authorized to issue direct loans and loan guarantees pursuant to sections 501 through 504 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94–210), as amended, such authority to exist as long as any such direct loan or loan guarantee is outstanding: *Provided*, That pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 2015: *Provided further*, That no new direct loans or loan guarantee commitments made under the Railroad Rehabilitation and Improvement Financing Program in fiscal year 2015 shall cause the total principal amount of direct loans and loan guarantees committed under the Railroad Rehabilitation and Improvement Financing Program to projects in a single state to exceed \$5,600,000,000. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069–0750–0–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Rounding Amount	1		
Credit program obligations:			
0705 Reestimates of direct loan subsidy	15	4	
0706 Interest on reestimates of direct loan subsidy	28	27	
0791 Direct program activities, subtotal	43	31	
0900 Total new obligations (object class 43.0)	44	31	
Budgetary resources:			
Budget authority:			
1200 Appropriations, mandatory:			
Appropriation	44	31	
1260 Appropriations, mandatory (total)	44	31	
1930 Total budgetary resources available	44	31	
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	44	31	
3020 Outlays (gross)	–44	–31	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	44	31	
Outlays, gross:			
4100 Outlays from new mandatory authority	44	31	
4180 Budget authority, net (total)	44	31	
4190 Outlays, net (total)	44	31	

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 069–0750–0–1–401	2014 actual	2015 est.	2016 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Railroad Rehabilitation and Improvement Financing Direct Loans		600	600
Direct loan subsidy (in percent):			
132001 Railroad Rehabilitation and Improvement Financing Direct Loans		0.00	0.00
Direct loan reestimates:			
135001 Railroad Rehabilitation and Improvement Financing Direct Loans	24	–27	

The Transportation Equity Act of the 21st Century of 1998 established the Railroad Rehabilitation and Improvement Financing loan and loan guarantee program. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, changed the program to allow FRA to issue direct loan and loan guarantees up to \$35,000,000,000, and it required that no less than \$7,000,000,000 be reserved for projects primarily benefiting freight railroads other than Class I carriers. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; (2) to refinance debt; or (3) to develop and establish new intermodal or railroad facilities.

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069–4420–0–3–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations		600	600
0713 Payment of interest to Treasury	36	38	38
0742 Downward reestimate paid to receipt account	20	50	
0743 Interest on downward reestimates		8	
0900 Total new obligations	56	696	638
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	8	
1021 Recoveries of prior year unpaid obligations	6		
1050 Unobligated balance (total)	11	8	
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	17	600	600
1440 Borrowing authority, mandatory (total)	17	600	600
Spending authority from offsetting collections, mandatory:			
1800 Offsetting collections (interest on uninvested funds)	5	3	3
1800 Offsetting collections (principal-borrowers)	42	60	60
1800 Offsetting collections (upward reestimate)	44	31	
1800 Offsetting collections (interest-borrowers)	20	27	27
1800 Collected	7	18	10
1825 Spending authority from offsetting collections applied to repay debt	–82	–51	–62
1850 Spending auth from offsetting collections, mand (total)	36	88	38
1900 Financing authority (total)	53	688	638
1930 Total budgetary resources available	64	696	638
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	8		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	353	262	322
3010 Obligations incurred, unexpired accounts	56	696	638
3020 Financing disbursements (gross)	–141	–636	–636
3040 Recoveries of prior year unpaid obligations, unexpired	–6		
3050 Unpaid obligations, end of year	262	322	324
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	353	262	322
3200 Obligated balance, end of year	262	322	324
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	53	688	638
Financing disbursements:			
4110 Financing disbursements, gross	141	636	636
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	–44	–31	
4122 Interest on uninvested funds	–5	–3	–3
4123 Credit Risk Premium	–7	–18	–10
4123 Principal Repayment	–42	–60	–60
4123 Interest Repayment	–20	–27	–27
4130 Offsets against gross financing auth and disbursements (total)	–118	–139	–100
4160 Financing authority, net (mandatory)	–65	549	538
4170 Financing disbursements, net (mandatory)	23	497	536

4180	Financing authority, net (total)	-65	549	538
4190	Financing disbursements, net (total)	23	497	536

Status of Direct Loans (in millions of dollars)

Identification code 069-4420-0-3-401	2014 actual	2015 est.	2016 est.
Position with respect to appropriations act limitation on obligations:			
1111 Direct loan obligations from current-year authority		600	600
1150 Total direct loan obligations		600	600
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	847	890	1,401
1231 Disbursements: Direct loan disbursements	85	598	598
1251 Repayments: Repayments and prepayments	-42	-60	-60
1263 Write-offs for default: Direct loans		-27	-1
1290 Outstanding, end of year	890	1,401	1,938

Balance Sheet (in millions of dollars)

Identification code 069-4420-0-3-401	2013 actual	2014 actual
ASSETS:		
1401 Net value of assets related to post-1991 direct loans receivable:		
Direct loans receivable, gross	847	890
1999 Total assets	847	890
LIABILITIES:		
2105 Federal liabilities: Other	847	890
4999 Total liabilities and net position	847	890

Trust Funds**CURRENT PASSENGER RAIL SERVICE**

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the Current Passenger Rail Service Program authorized under title 49, United States Code, shall not exceed total obligations of \$2,450,000,000, to remain available until expended: Provided, That the Secretary may retain up to one-half of one percent of the funds limited under this heading to fund program administration and oversight of the National High Performance Rail System.

CURRENT PASSENGER RAIL SERVICE

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$2,450,000,000, to be derived from the Rail Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out the Current Passenger Rail Service Program authorized under title 49, United States Code.

CURRENT PASSENGER RAIL SERVICE

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of a multi-year surface transportation authorization legislation, funds available for the Current Passenger Rail Service Program authorized under title 49, United States Code, shall not exceed total obligations of \$2,450,000,000, to remain available until expended: Provided, That the Secretary may retain up to one-half of one percent of the funds limited under this heading to fund program administration and oversight of the National High Performance Rail System.

CURRENT PASSENGER RAIL SERVICE

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of a multi-year surface transportation authorization legislation, \$2,450,000,000, to be derived from the Rail Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations in-

curred in carrying out the Current Passenger Rail Service Program authorized under title 49, United States Code.

CURRENT PASSENGER RAIL SERVICE

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8320-4-7-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Northeast Corridor			550
0002 State Corridor			225
0003 Long Distance Routes			850
0004 National Assets and Legacy Debt, and Amtrak PTC			475
0005 Stations ADA Compliance			350
0900 Total new obligations			2,450

Budgetary resources:

Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			1,450
1137 Appropriations applied to liquidate contract authority			-1,450
Contract authority, mandatory:			
1600 Contract authority			2,450
1640 Contract authority, mandatory (total)			2,450
1900 Budget authority (total)			2,450
1930 Total budgetary resources available			2,450

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			2,450
3020 Outlays (gross)			-1,376
3050 Unpaid obligations, end of year			1,074
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,074

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			2,450
Outlays, gross:			
4100 Outlays from new mandatory authority			1,376
4180 Budget authority, net (total)			2,450
4190 Outlays, net (total)			1,376

Memorandum (non-add) entries:

5053 Obligated balance, EOY: Contract authority			1,000
5061 Limitation on obligations (Transportation Trust Funds)			2,450

The FY 2016 budget presents the Federal Railroad Administration (FRA) proposed reauthorization program account structure, including the creation of a new Current Passenger Rail Service account. The Administration proposes to fund this account from the Rail Account of the Transportation Trust Fund (TTF).

Through the Current Passenger Rail Service program, FRA will make grants to ensure passenger rail assets are maintained to provide safe reliable life-cycle service, as well as to continue operating long-distance train services. The FY 2016 budget request includes \$2.45 billion for this account, a significant portion of which will be dedicated to "Fix-it-First" activities such as clearing the backlog of state of good repair needs on the Nation's rail system. This program consists of five areas:

Northeast Corridor.—\$550 million to bring Northeast Corridor infrastructure and equipment into a state of good repair, thus enabling future growth and service improvement.

State Corridors.—\$225 million to replace obsolete equipment on State-supported corridors and to facilitate efficient transition to financial control for these corridors to States.

Long-Distance Routes.—\$850 million to continue operations of the Nation's important long-distance routes.

National Assets, Legacy Debt, and Amtrak Positive Train Control.—\$475 million to improve efficiency of the Nation's "backbone" rail facilities, make payments on Amtrak's legacy debt, and implement Positive Train Control (PTC) on Amtrak routes.

CURRENT PASSENGER RAIL SERVICE—Continued

Stations—American's with Disabilities Act (ADA) Compliance.—\$350 million to bring stations into compliance with requirements of the ADA.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 069-8320-4-7-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			1
25.1 Advisory and assistance services			11
41.0 Grants, subsidies, and contributions			2,438
99.9 Total new obligations			2,450

Employment Summary

Identification code 069-8320-4-7-401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment			7

RAIL SERVICE IMPROVEMENT PROGRAM

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of a multi-year surface transportation authorization legislation, funds available for the Rail Service Improvement Program authorized under title 49, United States Code, shall not exceed total obligations of \$2,325,000,000, to remain available until expended: Provided, That the Secretary may retain up to one percent of the funds limited under this heading to fund program administration and oversight of the National High Performance Rail System.

RAIL SERVICE IMPROVEMENT PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of a multi-year surface transportation authorization legislation, \$2,325,000,000, to be derived from the Rail Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out the Rail Service Improvement Program authorized under title 49, United States Code.

RAIL SERVICE IMPROVEMENT PROGRAM

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8310-4-7-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Passenger Corridor			1,175
0002 Commuter Railroads PTC Compliance			825
0003 Local Rail Facilities and Safety			250
0004 Planning and Workforce			75
0900 Total new obligations			2,325
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			1,175
1137 Appropriations applied to liquidate contract authority			-1,175
Contract authority, mandatory:			
1600 Contract authority			2,325
1640 Contract authority, mandatory (total)			2,325
1900 Budget authority (total)			2,325
1930 Total budgetary resources available			2,325

Change in obligated balance:

3010 Unpaid obligations:			
3020 Obligations incurred, unexpired accounts			2,325
Outlays (gross)			-438
3050 Unpaid obligations, end of year			1,887
3200 Memorandum (non-add) entries:			
Obligated balance, end of year			1,887

Budget authority and outlays, net:

4090 Mandatory:			
Budget authority, gross			2,325
Outlays, gross:			
4100 Outlays from new mandatory authority			438
4180 Budget authority, net (total)			2,325
4190 Outlays, net (total)			438

Memorandum (non-add) entries:

5053 Obligated balance, EOY: Contract authority			1,150
5061 Limitation on obligations (Transportation Trust Funds)			2,325

The 2016 Budget presents the Federal Railroad Administration (FRA) proposed reauthorization program and account structure, including the creation of a new Rail Service Improvement Program account. The Administration proposes to fund this account from the Rail Account of the Transportation Trust Fund (TTF).

Through this account, FRA will make grants to develop high-performance rail networks throughout the U.S.; to fund Positive Train Control for commuter railroads; and to support network planning and workforce development. The FY 2016 budget request includes \$2.325 billion for this account. This program consists of four areas:

Passenger Corridors.—\$1,175 million to develop high-performance rail networks through construction of new corridors, substantial improvements to existing corridors, and mitigation of passenger train congestion at critical "chokepoints."

Commuter Railroads Positive Train Control (PTC) Compliance.—\$825 million to implement PTC systems on commuter railroads.

Local Rail Facilities and Safety.—\$250 million to help mitigate the impact of rail in local communities through rail line relocation, grade crossing enhancements, and investments in short line railroad infrastructure.

Planning and Workforce.—\$75 million to develop comprehensive plans that will guide future investments in the Nation's rail system and to develop the workforce and technology necessary for advancing America's rail industry.

The Administration proposes to move a number of current General Fund Programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO cost will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 069-8310-4-7-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.1 Advisory and assistance services			23
41.0 Grants, subsidies, and contributions			2,302
99.9 Total new obligations			2,325

Employment Summary

Identification code 069-8310-4-7-401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment			3

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

SEC. 150. The Secretary of Transportation may receive and expend cash, or receive and utilize spare parts and similar items, from non-United States Government sources to repair damages to or replace United States Government owned automated track

inspection cars and equipment as a result of third-party liability for such damages, and any amounts collected under this section shall be credited directly to the Safety and Operations account of the Federal Railroad Administration, and shall remain available until expended for the repair, operation and maintenance of automated track inspection cars and equipment in connection with the automated track inspection program.

SEC. 151. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount to be determined by the Secretary.

SEC. 152. None of the funds provided to the National Railroad Passenger Corporation may be used to fund any overtime costs in excess of \$35,000 for any individual employee: *Provided*, That the President of Amtrak may waive the cap set in the previous proviso for specific employees when the President of Amtrak determines such a cap poses a risk to the safety and operational efficiency of the system: *Provided further*, That [the President of] Amtrak shall [report to] *notify* the House and Senate Committees on Appropriations [each quarter of the calendar year on waivers granted to employees and amounts paid above the cap for each month within such quarter and delineate the reasons each waiver was granted: *Provided further*, That the President of Amtrak shall report to the House and Senate Committees on Appropriations by March 1, 2015, a summary of all overtime payments incurred by the Corporation for 2014 and the three prior calendar years: *Provided further*, That such summary shall include the total number of employees that received waivers and the total overtime payments the Corporation paid to those employees receiving waivers for each month for 2014 and for the three prior calendar years] *within 30 days of waiving such cap and delineate the reasons for such waiver*.

[SEC. 153. For an additional amount, \$10,000,000 shall be made available until expended for the Secretary to make grants for grade crossing and track improvements on rail routes that transport energy products.] (*Department of Transportation Appropriations Act, 2015*.)

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides grant funding to State and local governments, public and private transit operators and other recipients to enhance public transportation across the United States. FTA programs fund the construction of new public transit systems, purchase and maintain transit vehicles and equipment, subsidize limited public transit operations, support regional transportation planning efforts, and improve technology and service methods critical to the delivery of public transportation. In 2013, FTA's programs were significantly changed by passage of a new two-year surface transportation authorization law—Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 provided new authority to strengthen public transportation safety and provided a renewed focus on reinvesting in and modernizing transit assets to help bring transit systems throughout the country into a state of good repair. In addition, the Highway and Transportation Funding Act of 2014, extended authorizations for transportation programs for eight months ending May 31, 2015.

FTA's budget proposal structures agency programs and accounts consistent with a reauthorization of MAP-21, with some new areas of emphasis such as capital investments for growing communities and expanded workforce development activities. The Administration proposes \$18.4 billion for FTA in 2016. This proposal includes \$13.9 billion to support FTA's base formula programs that provide assistance to transit agencies in both urban and rural areas, with an additional investment in programs improving the state of good repair of rail transit and recapitalizing bus and bus facilities. The Administration proposes \$3.3 billion in new budget authority for Capital Investment Grants, to support new fixed guideway investments (New Starts and Small Starts) as well as projects aimed at improving or restoring the core capacity of existing fixed guideway systems. In addition, the Administration proposes \$500 million for a new program to support the development of bus rapid transit services in fast growing areas.

The Administration's proposal demonstrates a strong commitment to build on the strengths of MAP-21 to improve the condition and safety of transit while enhancing economic opportunities and quality of life for all Americans. The table below presents actual funding enacted for 2014 and 2015 and the requested 2016 funding. Note that the 2016 Budget proposes

renaming the Highway Trust Fund the Transportation Trust Fund. Additional detail is provided in the program budget schedules that follow.

[In millions of dollars]			
	2014 Actual	2015 Enacted	2016 Request
Budget Authority:			
Transit Formula Grants (Reclassified) (TF) ¹	8,595	8,595	13,914
Capital Investment Grants (Reclassified) (TF)	1,943	2,120	3,250
Rapid Growth Area Bus Rapid Transit Corridor (TF)	0	0	500
Fixing Accelerating Surface Transportation (TF)	0	0	500
Transit Research and Training (TF)	0	0	60
Public Transportation Emergency Relief Program (TF)	0	0	25
Transit Research (Reclassified) (GF)	43	33	0
Technical Assistance and Training (Reclassified) (GF)	5	5	0
Washington Metropolitan Area Transit Authority (GF)	150	150	150
Administrative Expenses (GF) ¹	106	106	0
Total Budget Authority	10,842	11,008	18,399
Total Discretionary	2,247	2,413	150
Total Mandatory	8,595	8,595	18,249

Note: Totals may not add due to rounding, and amounts do not include transfers with the Federal Highway Administration.

¹ In FY 2016, the Administration proposes to fund FTA Administrative Expenses from the Transit Formula Grants account of the Transportation Trust Fund.

Federal Funds

ADMINISTRATIVE EXPENSES

[For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$105,933,000, of which not less than \$4,500,000 shall be available to carry out the provisions of 49 U.S.C. 5329 and not less than \$1,000,000 shall be available to carry out the provisions of 49 U.S.C. 5326: *Provided*, That none of the funds provided or limited in this Act may be used to create a permanent office of transit security under this heading: *Provided further*, That upon submission to the Congress of the fiscal year 2016 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on New Starts, including proposed allocations for fiscal year 2016.] (*Department of Transportation Appropriations Act, 2015*.)

Program and Financing (in millions of dollars)

Identification code 069-1120-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Administrative expenses	106	102	.....
0002 Transit Safety Oversight .....	.....	4	.....
0003 Transit Asset Management .....	.....	1	.....
0900 Total new obligations	106	107	.....
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	106	106	.....
1160 Appropriation, discretionary (total)	106	106	.....
1930 Total budgetary resources available	107	107	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	14	13	6
3010 Obligations incurred, unexpired accounts	106	107	.....
3011 Obligations incurred, expired accounts .....	.....	.....	2
3020 Outlays (gross)	-106	-114	-6
3041 Recoveries of prior year unpaid obligations, expired	-1	.....	-2
3050 Unpaid obligations, end of year	13	6	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	14	13	6
3200 Obligated balance, end of year	13	6	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	106	106	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	94	101	.....

ADMINISTRATIVE EXPENSES—Continued
Program and Financing—Continued

Identification code 069–1120–0–1–401	2014 actual	2015 est.	2016 est.
4011 Outlays from discretionary balances	12	13	6
4020 Outlays, gross (total)	106	114	6
4180 Budget authority, net (total)	106	106	.....
4190 Outlays, net (total)	106	114	6

The Federal Transit Administration's (FTA) Administrative Expenses appropriation provides resources for salaries, benefits and administrative expenses to carry out the Agency's stewardship of Federal funds, including: technical assistance to grantees during project development and program implementation, capital project oversight and grantee compliance, staffing the Office of Safety and Oversight to develop and administer a State Safety Oversight program funded through the Transit Formula Grants account, and support for Transit Asset Management activities, which include developing objective standards to measure capital asset condition and collecting data on the asset condition of FTA's grantees. The Administration proposes funding these programs within a multi-year surface transportation reauthorization. As part of that reauthorization proposal, FTA administrative expenses currently administered from this account would be funded from the Mass Transit Account of the Transportation Trust Fund within the Transit Formula Grants account.

Object Classification (in millions of dollars)

Identification code 069–1120–0–1–401	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	52	72	.....
11.3 Other than full-time permanent	1	.....	.....
11.5 Other personnel compensation	1	.....	.....
11.9 Total personnel compensation	54	72	.....
12.1 Civilian personnel benefits	15	2	.....
21.0 Travel and transportation of persons	2	2	.....
23.1 Rental payments to GSA	7	.....	.....
23.3 Communications, utilities, and miscellaneous charges	1	8	.....
25.2 Other services from non-Federal sources	1	1	.....
25.3 Other goods and services from Federal sources	22	20	.....
25.7 Operation and maintenance of equipment	3	.....	.....
26.0 Supplies and materials .....	.....	1	.....
31.0 Equipment	1	1	.....
99.9 Total new obligations	106	107	.....

Employment Summary

Identification code 069–1120–0–1–401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	498	530	.....

ADMINISTRATIVE EXPENSES
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069–1120–7–1–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	–106	.....
1160 Appropriation, discretionary (total)	–106	.....
Appropriations, mandatory:			
1200 Appropriation	106	109
1260 Appropriations, mandatory (total)	106	109
1900 Budget authority (total)	109
1930 Total budgetary resources available	109
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	109

Change in obligated balance:

Unpaid obligations:			
3020 Outlays (gross) .....	.....	.....	–104
3050 Unpaid obligations, end of year .....	.....	.....	–104
Memorandum (non-add) entries:			
3200 Obligated balance, end of year .....	.....	.....	–104

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross .....	.....	–106	.....
Outlays, gross:			
4010 Outlays from new discretionary authority .....	.....	–101	.....
4011 Outlays from discretionary balances .....	.....	–13	–6
4020 Outlays, gross (total) .....	.....	–114	–6
Mandatory:			
4090 Budget authority, gross .....	.....	106	109
Outlays, gross:			
4100 Outlays from new mandatory authority .....	.....	101	104
4101 Outlays from mandatory balances .....	.....	13	6
4110 Outlays, gross (total) .....	.....	114	110
4180 Budget authority, net (total) .....	.....	.....	109
4190 Outlays, net (total) .....	.....	.....	104

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

ADMINISTRATIVE EXPENSES

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–1120–9–1–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	–106	.....
1160 Appropriation, discretionary (total)	–106	.....
Appropriations, mandatory:			
1200 Appropriation	106	.....
1260 Appropriations, mandatory (total)	106	.....

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross .....	.....	–106	.....
Outlays, gross:			
4010 Outlays from new discretionary authority .....	.....	–94	.....
4011 Outlays from discretionary balances .....	.....	–12	.....
4020 Outlays, gross (total) .....	.....	–106	.....
Mandatory:			
4090 Budget authority, gross .....	.....	106	.....
Outlays, gross:			
4100 Outlays from new mandatory authority .....	.....	94	.....
4101 Outlays from mandatory balances .....	.....	12	.....
4110 Outlays, gross (total) .....	.....	106	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies

2014 actual budget authority and outlays as mandatory for comparability purposes.

ADMINISTRATIVE EXPENSES
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–1120–4–1–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			–108
1260 Appropriations, mandatory (total)			–108
1930 Total budgetary resources available			–108
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–108
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			108
3050 Unpaid obligations, end of year			108
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			108
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			–108
Outlays, gross:			
4100 Outlays from new mandatory authority			–108
4180 Budget authority, net (total)			–108
4190 Outlays, net (total)			–108

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

RESEARCH, TRAINING, AND HUMAN RESOURCES

Activities have not been funded in the Research, Training and Human Resources account since 2005. In FY 2014, the unobligated balance remaining in this account was permanently rescinded. Grants from the Transit Research and Training account may be used to support research and industry training projects in fiscal year 2016.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 069–1122–0–1–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1		
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced	–1		
1160 Appropriation, discretionary (total)	–1		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–1		
4180 Budget authority, net (total)	–1		

In FY 2014, the unobligated balances remaining for Miscellaneous Expired Accounts were permanently rescinded.

JOB ACCESS AND REVERSE COMMUTE GRANTS

Program and Financing (in millions of dollars)

Identification code 069–1125–0–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0689 Direct program activity	1	1	
0900 Total new obligations (object class 41.0)	1	1	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	16	1	
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	18	1	
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced	–16		
1160 Appropriation, discretionary (total)	–16		
1900 Budget authority (total)	–16		
1930 Total budgetary resources available	2	1	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	6	3	
3010 Obligations incurred, unexpired accounts	1	1	
3020 Outlays (gross)	–2	–4	
3040 Recoveries of prior year unpaid obligations, unexpired	–2		
3050 Unpaid obligations, end of year	3		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6	3	
3200 Obligated balance, end of year	3		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–16		
Outlays, gross:			
4011 Outlays from discretionary balances	2	4	
4180 Budget authority, net (total)	–16		
4190 Outlays, net (total)	2	4	

Activities have not been funded in the Job Access and Reverse Commute Grants account since 2005. In FY 2014, the unobligated balance remaining in this account was permanently rescinded. Urbanized Area formula grants may be used to support job access and reverse commute projects in fiscal year 2016.

INTERSTATE TRANSFER GRANTS-TRANSIT

Program and Financing (in millions of dollars)

Identification code 069–1127–0–1–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3		
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced	–3		
1160 Appropriation, discretionary (total)	–3		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–3		
4180 Budget authority, net (total)	–3		

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4). In FY 2014, the unobligated balance remaining in this account was permanently rescinded.

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of Public Law 110-432, \$150,000,000, to remain available until expended: *Provided*, That the Secretary shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: *Provided further*, That prior to approving such grants, [the Secretary shall certify that the Washington Metropolitan Area Transit Authority is making significant progress in eliminating the material weaknesses, significant deficiencies, and minor control deficiencies identified in the most recent Financial Management Oversight Review: *Provided further*, That] the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system before approving such grants: *Provided further*, That the Secretary, in order to ensure safety throughout the rail system, may waive the requirements of section 601(e)(1) of title VI of Public Law 110-432 (112 Stat. 4968). (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-1128-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Washington Metropolitan Area Transit Authority	142	150	150
0900 Total new obligations (object class 41.0)	142	150	150
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	143	150	150
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	150	150	150
1131 Unobligated balance of appropriations permanently reduced	-1		
1160 Appropriation, discretionary (total)	149	150	150
1930 Total budgetary resources available	292	300	300
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	150	150	150
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	100	169	178
3010 Obligations incurred, unexpired accounts	142	150	150
3020 Outlays (gross)	-73	-141	-179
3050 Unpaid obligations, end of year	169	178	149
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	100	169	178
3200 Obligated balance, end of year	169	178	149
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	149	150	150
Outlays, gross:			
4010 Outlays from new discretionary authority		38	38
4011 Outlays from discretionary balances	73	103	141
4020 Outlays, gross (total)	73	141	179
4180 Budget authority, net (total)	149	150	150
4190 Outlays, net (total)	73	141	179

The Federal Rail Safety Improvements Act, 2008, (P.L. 110-432, Title VI, Sec. 601), provided authorization for capital and preventive maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA). Funding will help WMATA address its reinvestment and maintenance backlog to improve the safety and reliability of service and to expand existing system capacity to meet growing demand. The Secretary will use his authority to approve grants under this program to ensure that available funds first address WMATA's most critical safety needs.

FORMULA GRANTS

Program and Financing (in millions of dollars)

Identification code 069-1129-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0004 Other Programs	28	18	14
0900 Total new obligations (object class 41.0)	28	18	14
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	89	32	14
1021 Recoveries of prior year unpaid obligations	49		
1050 Unobligated balance (total)	138	32	14
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced	-65		
1160 Appropriation, discretionary (total)	-65		
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1701 Change in uncollected payments, Federal sources	-14		
1750 Spending auth from offsetting collections, disc (total)	-13		
1900 Budget authority (total)	-78		
1930 Total budgetary resources available	60	32	14
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	32	14	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	303	183	94
3010 Obligations incurred, unexpired accounts	28	18	14
3020 Outlays (gross)	-99	-107	-107
3040 Recoveries of prior year unpaid obligations, unexpired	-49		
3050 Unpaid obligations, end of year	183	94	1
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-16	-2	-2
3070 Change in uncollected pymts, Fed sources, unexpired	14		
3090 Uncollected pymts, Fed sources, end of year	-2	-2	-2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	287	181	92
3200 Obligated balance, end of year	181	92	-1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-78		
Outlays, gross:			
4011 Outlays from discretionary balances	99	107	107
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-1		
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	14		
4070 Budget authority, net (discretionary)	-65		
4080 Outlays, net (discretionary)	98	107	107
4180 Budget authority, net (total)	-65		
4190 Outlays, net (total)	98	107	107

This schedule shows the obligation and outlay of formula grant program funding made available in fiscal years prior to 2006. In 2016, funds requested for transit formula grant programs are included in the Transit Formula Grants account and funded exclusively by the Mass Transit Account of the Transportation Trust Fund.

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS

Program and Financing (in millions of dollars)

Identification code 069-1131-0-1-401	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	89	62	30
3020 Outlays (gross)	-27	-32	-30
3050 Unpaid obligations, end of year	62	30	

Memorandum (non-add) entries:			
3100	Obligated balance, start of year	89	62
3200	Obligated balance, end of year	62	30
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	27	32
4190	Outlays, net (total)	27	30

Initiated within the American Recovery & Reinvestment Act (ARRA) of 2009, this program provided grants to public transit agencies for capital investments to reduce the energy consumption or greenhouse gas emissions of their public transportation operations. Activities have not been funded in this account since 2011. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2012. In 2016, projects to increase energy efficiency and decrease greenhouse gas emissions can be funded with Urbanized Area Formula grants and Rural Area Formula grants.

CAPITAL INVESTMENT GRANTS

[(INCLUDING RESCISSION OF FUNDS)]

For necessary expenses to carry out 49 U.S.C. 5309, \$2,120,000,000, to remain available until expended: *Provided*, That when distributing funds among Recommended New Starts Projects, the Administrator shall first fully fund those projects covered by a full funding grant agreement, then fully fund those projects whose section 5309 share is less than 40 percent, and then distribute the remaining funds so as to protect as much as possible the projects' budgets and schedules: *Provided further*, That of the unobligated amounts available for the Capital Investment Grants program, \$121,546,138 is hereby rescinded.] (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069-1134-0-1-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Capital investment grants	2,479	2,130	818
0003 Lower Manhattan recovery FTA Direct P.L. 107-206	26	10	10
0900 Total new obligations	2,505	2,140	828
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,510	969	828
1021 Recoveries of prior year unpaid obligations	18		
1050 Unobligated balance (total)	1,528	969	828
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1,943	2,120	
1131 Unobligated balance of appropriations permanently reduced	-11	-121	
1160 Appropriation, discretionary (total)	1,932	1,999	
Spending authority from offsetting collections, discretionary:			
1700 Collected	14		
1750 Spending auth from offsetting collections, disc (total)	14		
1900 Budget authority (total)	1,946	1,999	
1930 Total budgetary resources available	3,474	2,968	828
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	969	828	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3,450	3,850	3,978
3010 Obligations incurred, unexpired accounts	2,505	2,140	828
3020 Outlays (gross)	-2,087	-2,012	-1,552
3040 Recoveries of prior year unpaid obligations, unexpired	-18		
3050 Unpaid obligations, end of year	3,850	3,978	3,254
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3,450	3,850	3,978
3200 Obligated balance, end of year	3,850	3,978	3,254
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,946	1,999	

Outlays, gross:			
4010 Outlays from new discretionary authority	335	580	
4011 Outlays from discretionary balances	1,752	1,432	1,552
4020 Outlays, gross (total)	2,087	2,012	1,552
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	-14		
4180 Budget authority, net (total)	1,932	1,999	
4190 Outlays, net (total)	2,073	2,012	1,552

The Federal Transit Administration's (FTA) Capital Investment Grants program is designed to increase the capacity of local transit networks and to meet ridership demands in communities across the nation. These objectives of this program are accomplished by supporting the construction of new fixed guideway systems or extensions to fixed guideways, corridor-based bus rapid transit systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems. FTA allocates resources to grantees through a multi-year, multi-step competitive process. Prior to funding, each project is required to obtain an acceptable rating under a set of statutorily defined criteria that examine project merit and local financial commitment. The Administration is proposing to fund the Capital Investment Grants program within a multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-1134-0-1-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services from non-Federal sources	25	25	25
41.0 Grants, subsidies, and contributions	2,479	2,114	802
99.9 Total new obligations	2,505	2,140	828

Employment Summary

Identification code 069-1134-0-1-401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	4	5	5

CAPITAL INVESTMENT GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-1134-7-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-1,999	
1160 Appropriation, discretionary (total)		-1,999	
Appropriations, mandatory:			
1200 Appropriation		1,999	2,031
1260 Appropriations, mandatory (total)		1,999	2,031
1900 Budget authority (total)			2,031
1930 Total budgetary resources available			2,031
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			2,031
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			-589
3050 Unpaid obligations, end of year			-589
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-589
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-1,999	
Outlays, gross:			
4010 Outlays from new discretionary authority		-580	

CAPITAL INVESTMENT GRANTS—Continued
Program and Financing—Continued

Identification code 069–1134–7–1–401	2014 actual	2015 est.	2016 est.
4011 Outlays from discretionary balances		–1,387	–1,513
4020 Outlays, gross (total)		–1,967	–1,513
Mandatory:			
4090 Budget authority, gross		1,999	2,031
Outlays, gross:			
4100 Outlays from new mandatory authority		580	589
4101 Outlays from mandatory balances		1,387	1,513
4110 Outlays, gross (total)		1,967	2,102
4180 Budget authority, net (total)			2,031
4190 Outlays, net (total)			589

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 enacted and baseline budget authority and outlays as mandatory for comparability purposes and calculates the spending increase above the baseline subject to PAYGO.

CAPITAL INVESTMENT GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069–1134–9–1–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	–1,932		
1160 Appropriation, discretionary (total)	–1,932		
Appropriations, mandatory:			
1200 Appropriation	1,932		
1260 Appropriations, mandatory (total)	1,932		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–1,932		
Outlays, gross:			
4010 Outlays from new discretionary authority	–335		
4011 Outlays from discretionary balances	–1,738		
4020 Outlays, gross (total)	–2,073		
Mandatory:			
4090 Budget authority, gross	1,932		
Outlays, gross:			
4100 Outlays from new mandatory authority	335		
4101 Outlays from mandatory balances	1,738		
4110 Outlays, gross (total)	2,073		

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 actual budget authority and outlays as mandatory for comparability purposes.

CAPITAL INVESTMENT GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–1134–4–1–401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			–2,031
1260 Appropriations, mandatory (total)			–2,031
1930 Total budgetary resources available			–2,031
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–2,031

Change in obligated balance:

Unpaid obligations:			
3020 Outlays (gross)			2,141
3050 Unpaid obligations, end of year			2,141
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			2,141

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			–2,031
Outlays, gross:			
4100 Outlays from new mandatory authority			–589
4101 Outlays from mandatory balances			–1,552
4110 Outlays, gross (total)			–2,141
4180 Budget authority, net (total)			–2,031
4190 Outlays, net (total)			–2,141

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

TRANSIT RESEARCH

■ For necessary expenses to carry out 49 U.S.C. 5312 and 5313, \$33,000,000, to remain available until expended: *Provided*, That \$30,000,000 shall be for activities authorized under 49 U.S.C. 5312 and \$3,000,000 shall be for activities authorized under 49 U.S.C. 5313. ■ (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069–1137–0–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Research and University Research Centers	12	45	45
0801 Research and University Research Centers (Reimbursable)		6	6
0900 Total new obligations	12	51	51
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	125	157	139
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	126	157	139
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	43	33	
1131 Unobligated balance of appropriations permanently reduced	–1		
1160 Appropriation, discretionary (total)	42	33	
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	43	33	
1930 Total budgetary resources available	169	190	139
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	157	139	88

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	69	47	50
3010 Obligations incurred, unexpired accounts	12	51	51
3020 Outlays (gross)	–33	–48	–71
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	47	50	30
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–43	–43	–43
3090 Uncollected pymts, Fed sources, end of year	–43	–43	–43
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	26	4	7
3200 Obligated balance, end of year	4	7	–13

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	43	33	.....
Outlays, gross:				
4010	Outlays from new discretionary authority		7	.....
4011	Outlays from discretionary balances	33	41	71
4020	Outlays, gross (total)	33	48	71
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-1		.....
4180	Budget authority, net (total)	42	33	.....
4190	Outlays, net (total)	32	48	71

The Federal Transit Administration research programs include discretionary grant support for the National Research Program, Transit Cooperative Research, the National Transit Institute, and University Transportation Centers' research. The Administration is proposing to fund these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069-1137-0-1-401	2014 actual	2015 est.	2016 est.
25.2 Direct obligations: Other services from non-Federal sources	12	45	45
99.0 Reimbursable obligations		6	6
99.9 Total new obligations	12	51	51

TRANSIT RESEARCH

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-1137-7-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-33	.....
1160	Appropriation, discretionary (total)	-33	.....
Appropriations, mandatory:			
1200	Appropriation	33	34
1260	Appropriations, mandatory (total)	33	34
1900	Budget authority (total)		34
1930	Total budgetary resources available		34
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		34
Change in obligated balance:			
Unpaid obligations:			
3020	Outlays (gross)		-7
3050	Unpaid obligations, end of year		-7
Memorandum (non-add) entries:			
3200	Obligated balance, end of year		-7
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-33	.....
Outlays, gross:			
4010	Outlays from new discretionary authority	-7	.....
4011	Outlays from discretionary balances	-41	-71
4020	Outlays, gross (total)	-48	-71
Mandatory:			
4090	Budget authority, gross	33	34
Outlays, gross:			
4100	Outlays from new mandatory authority	7	7
4101	Outlays from mandatory balances	41	71
4110	Outlays, gross (total)	48	78
4180	Budget authority, net (total)		34
4190	Outlays, net (total)		7

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies

2015 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

TRANSIT RESEARCH

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-1137-9-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-42	.....
1160	Appropriation, discretionary (total)	-42	.....
Appropriations, mandatory:			
1200	Appropriation	42	.....
1260	Appropriations, mandatory (total)	42	.....
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-42	.....
Outlays, gross:			
4011	Outlays from discretionary balances	-32	.....
Mandatory:			
4090	Budget authority, gross	42	.....
Outlays, gross:			
4101	Outlays from mandatory balances	32	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 actual budget authority and outlays as mandatory for comparability purposes.

TRANSIT RESEARCH

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-1137-4-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200	Appropriation		-34
1260	Appropriations, mandatory (total)		-34
1930	Total budgetary resources available		-34
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		-34
Change in obligated balance:			
Unpaid obligations:			
3020	Outlays (gross)		78
3050	Unpaid obligations, end of year		78
Memorandum (non-add) entries:			
3200	Obligated balance, end of year		78
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		-34
Outlays, gross:			
4100	Outlays from new mandatory authority		-7
4101	Outlays from mandatory balances		-71
4110	Outlays, gross (total)		-78
4180	Budget authority, net (total)		-34
4190	Outlays, net (total)		-78

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward

TRANSIT RESEARCH—Continued

so that the proposal properly accounts for requested program growth in the new trust fund accounts.

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

Program and Financing (in millions of dollars)

Identification code 069–1140–0–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 2013 Hurricane Sandy Emergency Supplemental (P.L. 113–2)	1,806	1,588	1,588
0003 2013 Hurricane Sandy Emergency Supplemental (P.L. 113–2 Administration and Oversight)	5	5	5
0900 Total new obligations	1,811	1,593	1,593
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	9,578	7,767	6,174
1930 Total budgetary resources available	9,578	7,767	6,174
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7,767	6,174	4,581
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	376	1,643	2,436
3010 Obligations incurred, unexpired accounts	1,811	1,593	1,593
3020 Outlays (gross)	–544	–800	–1,220
3050 Unpaid obligations, end of year	1,643	2,436	2,809
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	376	1,643	2,436
3200 Obligated balance, end of year	1,643	2,436	2,809
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	544	800	1,220
4190 Outlays, net (total)	544	800	1,220

The Public Transportation Emergency Relief Program helps transit agencies restore needed transportation services immediately following disaster events. Both capital and operating costs are eligible for funding following an emergency; however, this program does not replace the Federal Emergency Management Agency's capital assistance program. FTA administers the \$10.9 billion supplemental appropriation (adjusted to \$10.2 billion after sequestration and the transfer of funds to the Office of the Inspector General and the Federal Railroad Administration) provided by the Disaster Relief Appropriations Act, 2013 (Public Law 113–2) following Hurricane Sandy through this account. The Hurricane Sandy funds are only available for emergency relief, recovery and resiliency projects in the areas impacted by Hurricane Sandy. No funds are requested in this account for 2016. The Administration is proposing to fund this program within a multi-year surface transportation reauthorization. As part of the reauthorization proposal, funding from this account will be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 069–1140–0–1–401	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	2	2	2
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	3	3	3
12.1 Civilian personnel benefits	1	1	1
25.2 Other services from non-Federal sources	1	1	1
41.0 Grants, subsidies, and contributions	1,806	1,588	1,588
99.9 Total new obligations	1,811	1,593	1,593

Employment Summary

Identification code 069–1140–0–1–401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	23	40	45

TECHNICAL ASSISTANCE AND TRAINING

■ For necessary expenses to carry out 49 U.S.C. 5314 and 5322(a), (b) and (c), \$4,500,000, to remain available until expended: *Provided*, That \$4,000,000 shall be for activities authorized under 49 U.S.C. 5314 and \$500,000 shall be for activities authorized under 49 U.S.C. 5322(a), (b) and (c). ■ (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069–1142–0–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Technical Assistance and Standards Development	2	5	.....
0900 Total new obligations (object class 25.5)	2	5	.....
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1 .....	.....	3	3
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	5	.....
1160 Appropriation, discretionary (total)	5	5	.....
1930 Total budgetary resources available	5	8	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	3	3
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1 .....	.....	2	2
3010 Obligations incurred, unexpired accounts	2	5	.....
3020 Outlays (gross) .....	.....	–5	–1
3050 Unpaid obligations, end of year	2	2	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year .....	.....	2	2
3200 Obligated balance, end of year	2	2	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	5	5	.....
Outlays, gross:			
4010 Outlays from new discretionary authority .....	.....	4	.....
4011 Outlays from discretionary balances .....	.....	1	1
4020 Outlays, gross (total) .....	.....	5	1
4180 Budget authority, net (total)	5	5	.....
4190 Outlays, net (total) .....	.....	5	1

The Technical Assistance and Standard Development program enables FTA to provide technical assistance to the public transportation industry and to develop standards for transit service provision, with an emphasis on improving access for all individuals and transportation equity. Through this program, FTA is able to assist grantees to more effectively and efficiently provide public transportation and administer Federal funding in compliance with the law. No funds are requested in this account for FY 2016. The Administration is proposing funding for this program within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would

be continued in the Transit Research and Training account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

TECHNICAL ASSISTANCE AND TRAINING
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-1142-7-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-5	
1160 Appropriation, discretionary (total)		-5	
Appropriations, mandatory:			
1200 Appropriation		5	5
1260 Appropriations, mandatory (total)		5	5
1900 Budget authority (total)		5	5
1930 Total budgetary resources available		5	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			5
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			-4
3050 Unpaid obligations, end of year			-4
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-4
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-5	
Outlays, gross:			
4010 Outlays from new discretionary authority		-4	
4011 Outlays from discretionary balances			-1
4020 Outlays, gross (total)		-4	-1
Mandatory:			
4090 Budget authority, gross		5	5
Outlays, gross:			
4100 Outlays from new mandatory authority		4	4
4101 Outlays from mandatory balances			1
4110 Outlays, gross (total)		4	5
4180 Budget authority, net (total)			5
4190 Outlays, net (total)			4

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2015 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

TECHNICAL ASSISTANCE AND TRAINING
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-1142-9-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-5		
1160 Appropriation, discretionary (total)	-5		
Appropriations, mandatory:			
1200 Appropriations, mandatory	5		
1260 Appropriations, mandatory (total)	5		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-5		

Mandatory:			
4090 Budget authority, gross	5		

TECHNICAL ASSISTANCE AND TRAINING
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-1142-4-1-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-5
1260 Appropriations, mandatory (total)			-5
1930 Total budgetary resources available			-5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-5
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			4
3050 Unpaid obligations, end of year			4
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			4
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-5
Outlays, gross:			
4100 Outlays from new mandatory authority			-4
4180 Budget authority, net (total)			-5
4190 Outlays, net (total)			-4

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069-1101-0-1-401	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	336	158	
3011 Obligations incurred, expired accounts	1		
3020 Outlays (gross)	-174	-158	
3041 Recoveries of prior year unpaid obligations, expired	-5		
3050 Unpaid obligations, end of year	158		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	336	158	
3200 Obligated balance, end of year	158		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	174	158	
4190 Outlays, net (total)	174	158	

The American Recovery and Reinvestment Act of 2009 provided \$6.9 billion to fund transit capital assistance to create jobs to bolster the American economy. Transit capital assistance was provided through urbanized area formula grants, non-urbanized area formula grants, and discretionary Tribal Transit grants. Funds were used for eligible capital projects, preventive maintenance, and to purchase buses and rail rolling stock. Funds were also used for a new discretionary grant program, Transportation Investments in Greenhouse Gas and Energy Reduction, to increase the use of environmentally sustainable operations in the public transportation sector. This schedule shows the obligation and outlay of remaining amounts made

TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT—Continued

available for administration and oversight of these formula apportionments and discretionary grant awards and the associated capital and preventive maintenance projects and vehicle procurements.

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 069-1102-0-1-401	2014 actual	2015 est.	2016 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	29	16	.....
3020 Outlays (gross)	-13	-16	.....
3050 Unpaid obligations, end of year	16	.....	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	29	16	.....
3200 Obligated balance, end of year	16	.....	.....
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	13	16	.....
4190 Outlays, net (total)	13	16	.....

The American Recovery and Reinvestment Act of 2009 provided \$750 million to fund fixed guideway modernization grants to create jobs to bolster the American economy. The funds were apportioned consistent with the allocation formula authorized by SAFETEA-LU. Eligible capital projects included the purchase or rehabilitation of rail rolling stock and the construction or rehabilitation of transit guideway systems, passenger facilities, maintenance facilities and security systems.

Trust Funds

DISCRETIONARY GRANTS (TRANSPORTATION TRUST FUND, MASS TRANSIT ACCOUNT)

Program and Financing (in millions of dollars)

Identification code 069-8191-0-7-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Discretionary grants	6	10	.....
0900 Total new obligations (object class 41.0)	6	10	.....
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	14	10	.....
1021 Recoveries of prior year unpaid obligations	2	.....	.....
1050 Unobligated balance (total)	16	10	.....
1930 Total budgetary resources available	16	10	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8	2	3
3010 Obligations incurred, unexpired accounts	6	10	.....
3020 Outlays (gross)	-10	-9	-1
3040 Recoveries of prior year unpaid obligations, unexpired	-2	.....	.....
3050 Unpaid obligations, end of year	2	3	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8	2	3
3200 Obligated balance, end of year	2	3	2
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	10	9	1
4190 Outlays, net (total)	10	9	1
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority	38	38	38

5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority	38	38	38

In 2016, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

CAPITAL INVESTMENT GRANTS

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out 49 U.S.C. 5309, \$3,250,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of activities authorized under 49 U.S.C. 5309 shall not exceed total obligations of \$3,250,000,000 in fiscal year 2016.

CAPITAL INVESTMENT GRANTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069-8543-4-7-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Direct program activity	1,875
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	3,250
1137 Appropriations applied to liquidate contract authority	-3,250
Contract authority, mandatory:			
1600 Contract authority	3,250
1640 Contract authority, mandatory (total)	3,250
1900 Budget authority (total)	3,250
1930 Total budgetary resources available	3,250
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1,375
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	1,875
3020 Outlays (gross)	-942
3050 Unpaid obligations, end of year	933
Memorandum (non-add) entries:			
3200 Obligated balance, end of year	933
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	3,250
Outlays, gross:			
4100 Outlays from new mandatory authority	942
4180 Budget authority, net (total)	3,250
4190 Outlays, net (total)	942
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)	3,250

The 2016 Budget presents the Federal Transit Administration's (FTA) proposed reauthorization program and account structure, including the creation of a new Capital Investment Grants account. The Administration proposes to fund this account from the Mass Transit Account of the Transportation Trust Fund.

The FY 2016 Budget includes \$3.25 billion for the Capital Investment Grants program to increase the capacity of the nation's transit network and meet ridership demands in many communities. This is accomplished by supporting the construction of new fixed guideway systems or extensions to fixed guideways, corridor-based bus rapid transit systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems that are ad-

ministered by communities across the country. FTA allocates resources to grantees through a multi-year, multi-step competitive process. Prior to funding, each project is required to obtain an acceptable rating under a set of statutorily defined criteria that examine project merit and local financial commitment.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 069–8543–4–7–401	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.2 Other services from non-Federal sources			28
41.0 Grants, subsidies, and contributions			1,847
99.9 Total new obligations			1,875

Employment Summary

Identification code 069–8543–4–7–401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment			5

RAPID-GROWTH AREA BUS RAPID TRANSIT CORRIDOR PROGRAM

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the Rapid-Growth Area Bus Rapid Transit Corridor program under 49 U.S.C. 5341, \$500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund, to remain available until expended: Provided, That funds available for the implementation or execution of 49 U.S.C. 5341 shall not exceed total obligations of \$500,000,000 in fiscal year 2016.

BUS RAPID TRANSIT PROGRAM

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8544–4–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Direct program activity			250
0900 Total new obligations (object class 41.0)			250
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			500
1137 Appropriations applied to liquidate contract authority			–500
Contract authority, mandatory:			
1600 Contract authority			500
1640 Contract authority, mandatory (total)			500
1900 Budget authority (total)			500
1930 Total budgetary resources available			500
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			250

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			250
3020 Outlays (gross)			–75
3050 Unpaid obligations, end of year			175

Memorandum (non-add) entries:			
3200 Obligated balance, end of year			175
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			500
Outlays, gross:			
4100 Outlays from new mandatory authority			75
4180 Budget authority, net (total)			500
4190 Outlays, net (total)			75
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			500

The FY 2016 Budget presents the Federal Transit Administration's (FTA) program authorization and account structure, including the creation of a new account for the Rapid Growth Area Bus Rapid Transit Corridor Program. The Administration proposed to fund this account from the Mass Transit Account of the Transportation Trust Fund. This newly proposed discretionary grants program will support the mobility needs of fast growing cities across the country to get ahead of transportation problems during early periods of population and economic growth. This program is designed to quickly put Federal funds to work in these communities and support intelligent infrastructure investment by encouraging multi-modal approaches to transportation planning.

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8519–4–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Direct program activity			15
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			25
1137 Appropriations applied to liquidate contract authority			–25
Contract authority, mandatory:			
1600 Contract authority			25
1640 Contract authority, mandatory (total)			25
1900 Budget authority (total)			25
1930 Total budgetary resources available			25
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			10

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			15
3020 Outlays (gross)			–10
3050 Unpaid obligations, end of year			5
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			5

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			25
Outlays, gross:			
4100 Outlays from new mandatory authority			10
4180 Budget authority, net (total)			25
4190 Outlays, net (total)			10

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)			25
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The 2016 Budget presents the Federal Transit Administration's (FTA) proposed reauthorization program and account structure, including the creation of a new Public Transportation Emergency Relief Program account. The Administration proposes to fund this account from the Mass Transit Account of the Transportation Trust Fund.

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM—Continued

The 2016 Budget request includes \$25 million to help transit agencies restore needed transportation services immediately following disaster events. The Administration is proposing to fund this program within a multi-year surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs.

Object Classification (in millions of dollars)

Identification code 069–8519–4–7–401	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			2
41.0 Grants, subsidies, and contributions			13
99.9 Total new obligations			15

Employment Summary

Identification code 069–8519–4–7–401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment			40

FIXING AND ACCELERATING SURFACE TRANSPORTATION

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the Fixing and Accelerating Surface Transportation Program under section 5602 of title 49, United States Code, \$500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of such program shall not exceed total obligations of \$500,000,000 in fiscal year 2016.

FIXING AND ACCELERATING SURFACE TRANSPORTATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8517–4–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Direct program activity			200
0900 Total new obligations (object class 41.0)			200
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			500
1137 Appropriations applied to liquidate contract authority			–500
Contract authority, mandatory:			
1600 Contract authority			500
1640 Contract authority, mandatory (total)			500
1900 Budget authority (total)			500
1930 Total budgetary resources available			500
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			300
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			200
3020 Outlays (gross)			–95
3050 Unpaid obligations, end of year			105
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			105
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			500

Outlays, gross:			
4100 Outlays from new mandatory authority			95
4180 Budget authority, net (total)			500
4190 Outlays, net (total)			95

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)			500
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The FY 2016 budget includes \$500 million for the Fixing and Accelerating Surface Transportation (FAST) program. Jointly managed by the Federal Highway Administration and Federal Transit Administration, the FAST program will use competition and a monetary incentive to reward long-term, systematic innovation and reform in our Nation's transportation system.

TRANSIT RESEARCH AND TRAINING

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out Transit Research and Training programs under 49 U.S.C. 5312, 5313, 5314 and 5322, as amended by such authorization, \$60,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund, to remain available until expended: Provided, That funds available for the implementation or execution of such programs shall not exceed total obligations of \$60,000,000 in fiscal year 2016.

TRANSIT RESEARCH AND TRAINING

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8542–4–7–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Direct program activity			16
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			60
1137 Appropriations applied to liquidate contract authority			–60
Contract authority, mandatory:			
1600 Contract authority			60
1640 Contract authority, mandatory (total)			60
1900 Budget authority (total)			60
1930 Total budgetary resources available			60
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			44
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			16
3020 Outlays (gross)			–12
3050 Unpaid obligations, end of year			4
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			4
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			60
Outlays, gross:			
4100 Outlays from new mandatory authority			12
4180 Budget authority, net (total)			60
4190 Outlays, net (total)			12

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)			60
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The FY 2016 Budget presents the Federal Transit Administration's (FTA) proposed reauthorization program and account structure, including the creation of a new Transit Research and Training account. The Administra-

tion proposes to fund this account from the Mass Transit Account of the Transportation Trust Fund. The FY 2016 Budget request includes \$60 million for this account. For 2016, this account's programs include:

Research.—\$26 million. This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes.

Transit Cooperative Research Program.—\$7 million. This program provides funding to the National Academy of Sciences to conduct investigative research on subjects related to public transportation.

Technical Assistance.—\$7 million. This program enables FTA to provide technical assistance to the public transportation industry, with an emphasis on improving access and transportation equity for all individuals. Through this program, FTA is able to assist grantees to more effectively and efficiently provide public transportation and to administer Federal funding in compliance with the law.

Human Resources and Training.—\$20 million. This program enables FTA to carry out human resource and training activities within the transit industry, as well as to establish a competitive workforce development grant program. FTA's goal is to improve the skill-sets, knowledge, and abilities of transit industry employees that operate increasingly complex vehicle and equipment systems as well as building new pathways into the transit industry for job-seekers.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 069-8542-4-7-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.2 Other services from non-Federal sources			3
41.0 Grants, subsidies, and contributions			11
99.0 Direct obligations			14
99.0 Reimbursable obligations			2
99.9 Total new obligations			16

TRANSIT FORMULA GRANTS

Program and Financing (in millions of dollars)

Identification code 069-8350-0-7-401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Urbanized area programs	6,953	5,481	5,062
0002 Fixed guideway modernization	116	50	13
0003 Bus and bus facility grants	499	114	29
0004 Over-the-road bus	3	5	1
0005 Clean Fuels Program	25	3	1
0006 Planning Programs	171	91	120
0007 Job Access & Reverse Commute	70	25	6
0008 Alternatives analysis program	7	24	6
0009 Alternative transportation in parks and public Lands	2	6	1
0011 Seniors and persons with disabilities	240	403	296
0012 Non-urbanized area programs	745	547	678
0013 New Freedom	36	19	5
0014 National Transit Database	1	4	4
0015 Oversight	67	125	86
0016 Transit Oriented Development		20	12
0017 Bus and Bus Facilities Formula Grants	292	564	452
0018 Bus Testing Facility		6	4
0019 National Transit Institute	10	2	4
0020 State of Good Repair Grants	1,893	2,197	2,344
0900 Total new obligations	11,130	9,686	9,124
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	9,115	7,924	8,133

1013	Unobligated balance of contract authority transferred to or from other accounts [069-8083]	-18		
1021	Recoveries of prior year unpaid obligations	85		
1050	Unobligated balance (total)	9,182	7,924	8,133
	Budget authority:			
	Appropriations, discretionary:			
1101	Appropriation (special or trust fund)	9,500	9,600	9,600
1120	Appropriations transferred to other accts [069-8083]	-51		
1121	Appropriations transferred from other acct [069-8083]	1,159	1,167	1,070
1137	Portion applied to liquidate contract authority used	-10,608	-10,767	-10,670
	Contract authority, mandatory:			
1600	Contract authority	8,595	8,595	8,595
1610	Transferred to other accounts [069-8083]	-33		
1611	Transferred from other accounts [069-8083]	1,310	1,300	1,300
1640	Contract authority, mandatory (total)	9,872	9,895	9,895
1900	Budget authority (total)	9,872	9,895	9,895
1930	Total budgetary resources available	19,054	17,819	18,028
	Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	7,924	8,133	8,904

Change in obligated balance:

	Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	14,361	16,280	16,622
3010	Obligations incurred, unexpired accounts	11,130	9,686	9,124
3020	Outlays (gross)	-9,126	-9,344	-7,544
3040	Recoveries of prior year unpaid obligations, unexpired	-85		
3050	Unpaid obligations, end of year	16,280	16,622	18,202
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year	14,361	16,280	16,622
3200	Obligated balance, end of year	16,280	16,622	18,202

Budget authority and outlays, net:

	Discretionary:			
	Outlays, gross:			
4010	Outlays from new discretionary authority	1,763	1,828	
4011	Outlays from discretionary balances	7,363	7,516	7,544
4020	Outlays, gross (total)	9,126	9,344	7,544
	Mandatory:			
4090	Budget authority, gross	9,872	9,895	9,895
4180	Budget authority, net (total)	9,872	9,895	9,895
4190	Outlays, net (total)	9,126	9,344	7,544

Memorandum (non-add) entries:

5052	Obligated balance, SOY: Contract authority	4,459	3,705	2,833
5053	Obligated balance, EOY: Contract authority	3,705	2,833	2,058
5061	Limitation on obligations (Transportation Trust Funds)	9,872	9,895	

FTA's 2016 budget request builds upon the successes of the previous authorization, MAP-21, which provided two years of stable funding for transit programs. The account structure is generally comparable to FTA's funding under MAP-21. The Transit Formula Grants account is funded from the Mass Transit Account of the Transportation Trust Fund.

Transit Formula Grants funds can be used for transit capital purposes including bus and rail car purchases, facility repair and construction, as well as maintenance, and where eligible, planning and operating expenses. These funds help existing transit systems provide safe and reliable transportation options, and promote economically vibrant communities. The 2016 Budget request includes \$13.914 billion for Transit Formula Grants. The 2016 formula grant program structure includes:

Urbanized Area Formula.—\$4.563 billion. For formula grants to urbanized areas with populations of 50,000 or more. Funds may be used for any transit capital purpose. Operating costs continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses in urban areas with populations over 200,000. Additionally, Urbanized Area grants may be used to support Job Access and Reverse Commute activities.

State Safety Oversight Program.—\$23 million. Each State with rail systems not regulated by the Federal Railroad Administration (FRA) will meet requirements for a State Safety Oversight (SSO) program. To aid grantees in meeting new requirements, funding will be provided by a formula developed by FTA based on revenue miles, route miles, and passenger miles. The maximum Federal share for these grants is 80 percent.

State of Good Repair Grants.—\$5.719 billion. For a formula-based capital maintenance program to restore and replace aging transportation infra-

TRANSIT FORMULA GRANTS—Continued

structure through reinvestment in existing fixed guideway systems and buses on high occupancy vehicle (HOV) lanes.

Rural Area Formula.—\$622 million. For formula grants to provide funds for capital, planning and operating assistance grants for transit service implemented by States in rural areas with populations of less than 50,000. Funding may also be used to support intercity bus service. Additionally, Rural Area grants may be used to support Job Access and Reverse Commute activities. Within this amount, \$30 million in formula funds and \$5 million in discretionary grant funds will support the Public Transportation on Indian Reservations program and \$20 million will support the Appalachian Development Public Transportation Assistance Formula Program.

Growing States and High Density States.—\$538 million. For funds that are divided between the Urban and Rural Area programs based on the legislative funding formula for this program.

Enhanced Mobility of Seniors and Individuals with Disabilities.—\$264 million. Supports local governments and public and private transportation providers that serve special needs of these specific transit-dependent populations beyond traditional public transportation services, including complementary paratransit service.

Bus and Bus Facilities Grants.—\$1.939 billion. For formula funding (70%) and discretionary funding (30%) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities States may use these funds to supplement Urbanized Area and Rural Area formula grant programs.

Bus Testing Facility.—\$3 million. Funding supports a facility where all new bus models purchased using FTA capital assistance will be tested for compliance with performance standards for safety, structural integrity, reliability, performance (including braking performance) maintainability, emissions, noise and fuel economy. FTA must develop a Pass/Fail rating system for buses. FTA grantees will not be able use Federal funds to purchase buses that do not receive a "pass" rating.

Planning Programs.—\$132 million. Funding supports cooperative, continuous, and comprehensive transportation infrastructure investment planning. The program requires that all Metropolitan Planning Organizations (MPOs), and States, develop performance-driven, outcome-based transportation plans.

Transit Oriented Development Pilot.—\$10.2 million. This new pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.

National Transit Institute.—\$5 million. To fund projects that enable FTA to partner with higher education to develop and provide training and educational programs to transit employees and others engaged in providing public transit services.

National Transit Data Base (NTD).—\$4 million. For operation and maintenance of the NTD, a database of nationwide statistics on the transit industry, which FTA is legally required to maintain under 49 U.S.C. 5335(a)(1)(2). NTD data serves as the basis for FTA formula grant apportionments and is used to track the condition and performance of our Nation's transit infrastructure.

Administrative Expenses.—\$114.4 million. To fund salaries, benefits and administrative expenses to carry out the FTA's stewardship of federal funds. FTA administrative expenses were provided in prior years in the Administrative Expenses account and funded from the General Fund.

Object Classification (in millions of dollars)

Identification code 069-8350-0-7-401	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.2 Other services from non-Federal sources	85	85	85
41.0 Grants, subsidies, and contributions	11,045	9,601	9,039

99.9	Total new obligations	11,130	9,686	9,124
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TRANSIT FORMULA GRANTS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 069-8350-7-7-401	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			159
1137 Appropriations applied to liquidate contract authority			-159
Contract authority, mandatory:			
1600 Contract authority			159
1640 Contract authority, mandatory (total)			159
1900 Budget authority (total)			159
1930 Total budgetary resources available			159
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			159
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			-1,858
3050 Unpaid obligations, end of year			-1,858
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-1,858
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		-1,828	
4011 Outlays from discretionary balances		-7,516	-7,544
4020 Outlays, gross (total)		-9,344	-7,544
Mandatory:			
4090 Budget authority, gross			159
Outlays, gross:			
4100 Outlays from new mandatory authority		1,828	1,858
4101 Outlays from mandatory balances		7,516	7,544
4110 Outlays, gross (total)		9,344	9,402
4180 Budget authority, net (total)			159
4190 Outlays, net (total)			1,858
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)			10,053

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2015 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

TRANSIT FORMULA GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 069-8350-9-7-401	2014 actual	2015 est.	2016 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	-1,763		
4011 Outlays from discretionary balances	-7,363		
4020 Outlays, gross (total)	-9,126		
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	1,763		
4101 Outlays from mandatory balances	7,363		
4110 Outlays, gross (total)	9,126		

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from

obligation limitations as mandatory outlays from mandatory contract authority, for 2014 actual amounts, for comparability purposes.

TRANSIT FORMULA GRANTS

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

[For] *Contingent upon enactment of multi-year surface transportation authorization legislation, for* payment of obligations incurred in the Federal Public Transportation Assistance Program in this account, and for payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112–141, and section 20005(b) of Public Law 112–141, **[\$9,500,000,000] \$13,914,000,000**, to be derived from the Mass Transit Account of the **[Highway] Transportation Trust Fund** and to remain available until expended: *Provided, That prior to allocation of program funds available to carry out such sections under 49 U.S.C. 5338, \$114,400,000 shall be available for necessary administrative expenses of the Federal Administration's program authorized under chapter 53 of title 49 U.S.C. and any other applicable Federal law: Provided further, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112–141, and section 20005(b) of Public Law 112–141, shall not exceed total obligations of* **[\$8,595,000,000] \$13,914,000,000** in fiscal year **[2015] 2016**. (*Department of Transportation Appropriations Act, 2015.*)

TRANSIT FORMULA GRANTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 069–8350–4–7–401		2014 actual	2015 est.	2016 est.
Obligations by program activity:				
0001	LAE Administrative Expenses			114
0002	Bus and Bus Facilities Formula Grants			600
0008	State of Good Repair Grants			1,400
0900	Total new obligations			2,114
Budgetary resources:				
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund)			5,160
1137	Appropriations applied to liquidate contract authority			–5,160
Contract authority, mandatory:				
1600	Contract authority			5,160
1640	Contract authority, mandatory (total)			5,160
1900	Budget authority (total)			5,160
1930	Total budgetary resources available			5,160
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year			3,046
Change in obligated balance:				
Unpaid obligations:				
3010	Obligations incurred, unexpired accounts			2,114
3020	Outlays (gross)			–980
3050	Unpaid obligations, end of year			1,134
Memorandum (non-add) entries:				
3200	Obligated balance, end of year			1,134
Budget authority and outlays, net:				
Mandatory:				
4090	Budget authority, gross			5,160
Outlays, gross:				
4100	Outlays from new mandatory authority			980
4180	Budget authority, net (total)			5,160
4190	Outlays, net (total)			980
Memorandum (non-add) entries:				
5061	Limitation on obligations (Transportation Trust Funds)			5,160

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

Object Classification (in millions of dollars)

Identification code 069–8350–4–7–401		2014 actual	2015 est.	2016 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent			59
11.3	Other than full-time permanent			3
11.9	Total personnel compensation			62
12.1	Civilian personnel benefits			17
21.0	Travel and transportation of persons			2
23.1	Rental payments to GSA			8
23.3	Communications, utilities, and miscellaneous charges			1
25.2	Other services from non-Federal sources			2
25.3	Other goods and services from Federal sources			20
25.7	Operation and maintenance of equipment			2
41.0	Grants, subsidies, and contributions			2,000
99.9	Total new obligations			2,114

Employment Summary

Identification code 069–8350–4–7–401		2014 actual	2015 est.	2016 est.
1001	Direct civilian full-time equivalent employment			600

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

SEC. 160. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

[SEC. 161. Notwithstanding any other provision of law, funds appropriated or limited by this Act under the heading Fixed Guideway Capital Investment of the Federal Transit Administration for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, 2019, and other recoveries, shall be directed to projects eligible to use the funds for the purposes for which they were originally provided.]

SEC. **[162] 161.** [Notwithstanding any other provision of law, a] Any funds appropriated before October 1, **[2014] 2015**, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.

[SEC. 163. The Secretary may not enforce regulations related to charter bus service under part 604 of title 49, Code of Federal Regulations, for any transit agency that during fiscal year 2008 was both initially granted a 60-day period to come into compliance with part 604, and then was subsequently granted an exception from said part.]

[SEC. 164. For purposes of applying the project justification and local financial commitment criteria of 49 U.S.C. 5309(d) to a New Starts project, the Secretary may consider the costs and ridership of any connected project in an instance in which private parties are making significant financial contributions to the construction of the connected project; additionally, the Secretary may consider the significant financial contributions of private parties to the connected project in calculating the non-Federal share of net capital project costs for the New Starts project.]

[SEC. 165. Notwithstanding any other provision of law, none of the funds made available in this Act shall be used to enter into a full funding grant agreement for a project with a New Starts share greater than 60 percent.]

[SEC. 166. None of the funds in this or any other Act may be available to advance in any way a new light or heavy rail project towards a full funding grant agreement as defined by 49 U.S.C. 5309 for the Metropolitan Transit Authority of Harris County, Texas if the proposed capital project is constructed on or planned to be constructed on Richmond Avenue west of South Shepherd Drive or on Post Oak Boulevard north of Richmond Avenue in Houston, Texas.]

[SEC. 167. In developing guidance implementing 49 U.S.C. 5309(i) Program of Interrelated Projects, the Secretary shall consider projects eligible under section 5309(h) Small Starts Projects, including streetcars.]

[SEC. 168. Of the unobligated balance of amounts made available for fiscal year 2011 or prior fiscal years to carry out the discretionary bus and bus facilities program under 49 U.S.C. 5309, \$27,989,839 shall be used for new bus rapid transit projects recommended, in the President's fiscal year 2015 budget request, to be funded under the heading Department of Transportation–Federal Transit Administration–Capital Investment Grants: *Provided*, That all such projects shall remain subject to the requirements of 49 U.S.C. 5309 for New Starts, Small Starts, or Core Capacity projects, as applicable, under the Capital Investment Grants Program: *Provided further*, That

such funds shall be in addition to the amounts otherwise made available by this Act for Department of Transportation-Federal Transit Administration-Capital Investment Grants.]

SEC. 162. Unobligated or recovered—

(a) *fiscal years 2006 through 2012 funds that were made available to carry out alternatives analysis under 49 U.S.C. 5339 may be available to carry out capital investment grants under 49 U.S.C. 5309, subject to the terms and conditions required under such section;*

(b) *fiscal years 1999 through 2012 funds available to carry out the discretionary bus and bus facilities program under former 49 U.S.C. 5309 and the clean fuels program under former 49 U.S.C. 5308 may be made available to carry out the bus and bus facilities formula program under 49 U.S.C. 5339;*

(c) *funds made available to carry out the job access and reverse commute program authorized by Public Law 105–178 and former 49 U.S.C. 5316 may be available to carry out such activities under the urbanized area formula grants program under 49 U.S.C. 5307 and the rural formula grants program under 49 U.S.C. 5311;*

(d) *fiscal years 2006 through 2012 funds made available to carry out the new freedom program under former 49 U.S.C. 5317 may be made available to carry out such activities under the enhanced mobility of seniors and individual with disabilities program under 49 U.S.C. 5310;*

(e) *funds made available to carry out the fixed guideway modernization program under former 49 U.S.C. 5309 may be available to carry out the state of good repair program under 49 U.S.C. 5337;*

(f) *funds made available to carry out the alternative transportation in the parks program under former 49 U.S.C. 5320 may be available to carry out the bus and bus facilities formula program under 49 U.S.C. 5339; and*

(g) *fiscal years 1999 through 2012 funds made available to carry out the over-the-road bus program under former section 3038 of Public Law 105–59 may be made available to carry out the enhanced mobility of seniors and individual with disabilities program under 49 U.S.C. 5310.*

Unobligated balances referenced in this section shall not be subject to the limitations on obligations for Federal Transit Administration programs.

(Department of Transportation Appropriations Act, 2015.)

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Federal Funds

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year. *(Department of Transportation Appropriations Act, 2015.)*

Program and Financing (in millions of dollars)

Identification code 069–4089–0–3–403	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0801 Operations and maintenance	17	19	19
0802 Replacements and improvements	15	14	18
0900 Total new obligations	32	33	37
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	17	17	17
Budget authority:			
1800 Spending authority from offsetting collections, mandatory:			
Collected	32	33	37
1850 Spending auth from offsetting collections, mand (total)	32	33	37
1930 Total budgetary resources available	49	50	54
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	17	17	17
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	18	18	9
3010 Obligations incurred, unexpired accounts	32	33	37

3020 Outlays (gross)	–32	–42	–45
3050 Unpaid obligations, end of year	18	9	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	18	18	9
3200 Obligated balance, end of year	18	9	1
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	32	33	37
Outlays, gross:			
4100 Outlays from new mandatory authority	32	33	37
4101 Outlays from mandatory balances		9	8
4110 Outlays, gross (total)	32	42	45
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	–31	–32	–36
4123 Non-Federal sources	–1	–1	–1
4130 Offsets against gross budget authority and outlays (total)	–32	–33	–37
4170 Outlays, net (mandatory)		9	8
4190 Outlays, net (total)		9	8

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly-owned U.S. Government corporation responsible for the operation, maintenance, and development of the U.S. portion of the St. Lawrence Seaway between Montreal and mid-Lake Erie. The SLSDC is also responsible for regional trade and economic development. The St. Lawrence Seaway is a binational waterway and lock transportation system for the efficient and economic movement of commercial cargoes to and from the Great Lakes Region of North America. SLSDC works with its Canadian counterpart agency (the St. Lawrence Seaway Management Corporation) to ensure the reliability, safety, and security of the locks and waterway and the uninterrupted flow of maritime commerce through the system.

Appropriations from the Harbor Maintenance Trust Fund, and revenues from other non-Federal sources, are used to finance operational and capital asset renewal needs for the U.S. portion of the St. Lawrence Seaway.

Object Classification (in millions of dollars)

Identification code 069–4089–0–3–403	2014 actual	2015 est.	2016 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	10	11	11
12.1 Civilian personnel benefits	4	4	4
25.1 Advisory and assistance services	1		
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	1	1	2
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	1	10
32.0 Land and structures	11	13	8
99.0 Reimbursable obligations	30	32	37
99.5 Below reporting threshold	2	1	
99.9 Total new obligations	32	33	37

Employment Summary

Identification code 069–4089–0–3–403	2014 actual	2015 est.	2016 est.
2001 Reimbursable civilian full-time equivalent employment	131	144	144

Trust Funds

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses to conduct the operations, maintenance, and capital asset renewal activities of those portions of the St. Lawrence Seaway owned, operated, and maintained by the Saint Lawrence Seaway Development Corporation, **[\$32,042,000]** \$36,400,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99–662. *(Department of Transportation Appropriations Act, 2015.)*

Program and Financing (in millions of dollars)

Identification code 069–8003–0–7–403	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Operations and maintenance	31	32	36
0900 Total new obligations (object class 25.3)	31	32	36
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	31	32	36
1160 Appropriation, discretionary (total)	31	32	36
1930 Total budgetary resources available	31	32	36
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	31	32	36
3020 Outlays (gross)	–31	–32	–36
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	31	32	36
Outlays, gross:			
4010 Outlays from new discretionary authority	31	32	36
4180 Budget authority, net (total)	31	32	36
4190 Outlays, net (total)	31	32	36

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as an appropriation source for the Saint Lawrence Seaway Development Corporation's operating and capital asset renewal programs.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The following table depicts funding for all the Pipeline and Hazardous Materials Safety Administration programs.

(In millions of dollars)

	2014 Actual	2015 Enacted	2016 Est.
Budget authority:			
Operational Expenses	20	21	21
Hazardous Materials Safety	45	52	64
Emergency Preparedness Grants	26	26	28
Pipeline Safety	100	126	156
Pipeline Safety Share of Oil Spill Liability Trust Fund	19	20	20
Total budget authority	210	245	289
Program level (obligations):			
Operational Expenses	20	21	21
Hazardous Materials Safety	45	60	67
Emergency Preparedness Grants	26	26	28
Pipeline Safety	124	172	178
Pipeline Safety Share of Oil Spill Liability Trust Fund	19	20	20
Total program level	234	299	314
Outlays:			
Operational Expenses	19	22	21
Hazardous Materials Safety	41	53	60
Emergency Preparedness Grants	22	32	35
Pipeline Safety	93	128	148
Pipeline Safety Share of Oil Spill Liability Trust Fund	17	20	20
Total outlays	192	255	284

Federal Funds**HAZARDOUS MATERIALS SAFETY**

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, **[\$52,000,000]** \$64,254,000, of which **[\$7,000,000]** \$7,570,000 shall remain available until September 30, **[2017]** 2018: *Provided*, That up to \$800,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting

receipts: *Provided further*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions. (*Department of Transportation Appropriations Act, 2015.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069–1401–0–1–407	2014 actual	2015 est.	2016 est.
0100 Balance, start of year			
Receipts:			
0260 Hazardous Materials Approvals and Permits Fund			12
0400 Total: Balances and collections			12
Appropriations:			
0500 Hazardous Materials Safety			–12
0799 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 069–1401–0–1–407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Operations	42	46	44
0002 Research and development	2	11	8
0799 Total direct obligations	44	57	52
0801 Reimbursable program	1	3	3
0900 Total new obligations	45	60	55
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	5	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	45	52	52
1160 Appropriation, discretionary (total)	45	52	52
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	3	3
1750 Spending auth from offsetting collections, disc (total)	1	3	3
1900 Budget authority (total)	46	55	55
1930 Total budgetary resources available	50	60	55
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	12	14	18
3010 Obligations incurred, unexpired accounts	45	60	55
3011 Obligations incurred, expired accounts	3		
3020 Outlays (gross)	–43	–56	–55
3041 Recoveries of prior year unpaid obligations, expired	–3		
3050 Unpaid obligations, end of year	14	18	18
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	12	14	18
3200 Obligated balance, end of year	14	18	18
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	46	55	55
Outlays, gross:			
4010 Outlays from new discretionary authority	33	38	38
4011 Outlays from discretionary balances	10	18	17
4020 Outlays, gross (total)	43	56	55
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–1	–3	–3
4033 Non-Federal sources	–1		
4040 Offsets against gross budget authority and outlays (total)	–2	–3	–3
Additional offsets against gross budget authority only:			
4052 Offsetting collections credited to expired accounts	1		
4070 Budget authority, net (discretionary)	45	52	52
4080 Outlays, net (discretionary)	41	53	52
4180 Budget authority, net (total)	45	52	52
4190 Outlays, net (total)	41	53	52

HAZARDOUS MATERIALS SAFETY—Continued

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for advancing the safe transportation of hazardous materials, based on a comprehensive risk management program to ensure that resources are effectively applied to minimize fatalities and injuries, mitigate the consequences of incidents that occur, and enhance safety. The program carries out its mission based on a foundation of five Cs: Classifying hazardous materials to ensure they are packaged and handled safely during transportation; Containing hazardous materials properly in accordance with the Hazardous Materials Regulations; Communicating to transportation workers and emergency responders regarding the hazards of materials being transported; ensuring Compliance with the Hazardous Materials Regulations by enforcing safety standards, investigating incidents/failures and educating stakeholders; and Crisis Management to mitigate the consequences of incidents through grant and outreach programs.

Object Classification (in millions of dollars)

Identification code 069–1401–0–1–407	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	17	20	24
11.3 Other than full-time permanent		1	1
11.9 Total personnel compensation	17	21	25
12.1 Civilian personnel benefits	5	6	7
21.0 Travel and transportation of persons	2	2	2
23.1 Rental payments to GSA	2	2	3
25.1 Advisory and assistance services	5	7	1
25.3 Other goods and services from Federal sources	4	7	2
25.5 Research and development contracts	2	11	8
25.7 Operation and maintenance of equipment	6	1	3
99.0 Direct obligations	43	57	51
99.0 Reimbursable obligations	1	3	3
99.5 Below reporting threshold	1		1
99.9 Total new obligations	45	60	55

Employment Summary

Identification code 069–1401–0–1–407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	164	197	229

HAZARDOUS MATERIALS SAFETY

(Legislative proposal, not subject to PAYGO)

Contingent upon the enactment of multi-year surface transportation authorization legislation, amounts collected from special permits and approval fees shall be credited to a Hazardous Materials Approvals and Permits Fund as offsetting receipts: Provided, That such offsetting receipts (estimated to be \$12,000,000 in fiscal year 2016) shall be available until expended for necessary expenses of such Fund: Provided further, That the total amount appropriated under this heading from the general fund for fiscal year 2016 shall be reduced as such offsetting fees are received so as to result in a final total fiscal year 2016 appropriation estimated at not more than \$52,254,000.

Program and Financing (in millions of dollars)

Identification code 069–1401–2–1–407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Operations			12
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			12
1160 Appropriation, discretionary (total)			12
1900 Budget authority (total)			12
1930 Total budgetary resources available			12
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			12
3020 Outlays (gross)			–8

3050 Unpaid obligations, end of year			4
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			4
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			12
Outlays, gross:			
4010 Outlays from new discretionary authority			8
4180 Budget authority, net (total)			12
4190 Outlays, net (total)			8

Object Classification (in millions of dollars)

Identification code 069–1401–2–1–407	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.1 Advisory and assistance services			7
25.3 Other goods and services from Federal sources			5
99.9 Total new obligations			12

OPERATIONAL EXPENSES

(INCLUDING TRANSFER OF FUNDS)

For necessary operational expenses of the Pipeline and Hazardous Materials Safety Administration, **[\$22,225,000] \$22,500,000: Provided,** That \$1,500,000 shall be transferred to "Pipeline Safety" in order to fund "Pipeline Safety Information Grants to Communities" as authorized under section 60130 of title 49, United States Code. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069–1400–0–1–407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Operations	20	21	21
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	21	22	23
1120 Appropriations transferred to other accts [069–5172]	–2	–1	–2
1121 Appropriations transferred from other acct [069–5172]	1		
1160 Appropriation, discretionary (total)	20	21	21
1930 Total budgetary resources available	20	21	21

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	7	8	7
3010 Obligations incurred, unexpired accounts	20	21	21
3011 Obligations incurred, expired accounts	1		
3020 Outlays (gross)	–19	–22	–21
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	8	7	7
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	7	8	7
3200 Obligated balance, end of year	8	7	7

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	20	21	21
Outlays, gross:			
4010 Outlays from new discretionary authority	13	14	14
4011 Outlays from discretionary balances	6	8	7
4020 Outlays, gross (total)	19	22	21
4180 Budget authority, net (total)	20	21	21
4190 Outlays, net (total)	19	22	21

The success of the Pipeline and Hazardous Materials Safety Administration (PHMSA) safety programs depends on the performance of support organizations that empower the program offices to meet their safety mandate. PHMSA's support organizations include the Administrator, Deputy Administrator, Assistant Administrator/Chief Safety Officer, Chief Counsel, Governmental, International and Public Affairs, Associate Administrator for Administration/Chief Financial Officer, Information Technology Ser-

vices, Administrative Services, Budget and Finance, Contracts and Procurement, Human Resources and Civil Rights.

Object Classification (in millions of dollars)

Identification code 069–1400–0–1–407	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	6	8	8
12.1 Civilian personnel benefits	2	2	2
23.1 Rental payments to GSA	1	1	1
25.1 Advisory and assistance services	2	2	2
25.3 Other goods and services from Federal sources	1	1	1
25.7 Operation and maintenance of equipment	6	6	6
99.0 Direct obligations	18	20	20
99.5 Below reporting threshold	2	1	1
99.9 Total new obligations	20	21	21

Employment Summary

Identification code 069–1400–0–1–407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	56	70	70
2001 Reimbursable civilian full-time equivalent employment	3		

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

(PIPELINE SAFETY DESIGN REVIEW FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, **[\$146,000,000]** \$175,104,000, of which \$19,500,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[2017]** 2018; and of which **[\$124,500,000]** \$152,104,000 shall be derived from the Pipeline Safety Fund, of which **[\$66,309,000]** \$78,942,000 shall remain available until September 30, **[2017]** 2018; and of which \$2,000,000, to remain available until expended, shall be derived as provided in this Act from the Pipeline Safety Design Review Fund [as authorized in 49 U.S.C. 60117(n): *Provided*, That not less than \$1,058,000 of the funds provided under this heading shall be for the One-Call state grant program]. (*Department of Transportation Appropriations Act, 2015.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069–5172–0–2–407	2014 actual	2015 est.	2016 est.
0100 Balance, start of year	40	41	41
Receipts:			
0260 Pipeline Safety Fund	100	125	154
0261 Pipeline Safety Design Review Fund			2
0299 Total receipts and collections	100	125	156
0400 Total: Balances and collections	140	166	197
Appropriations:			
0500 Pipeline Safety	–99	–125	–154
0799 Balance, end of year	41	41	43

Program and Financing (in millions of dollars)

Identification code 069–5172–0–2–407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Operations	61	99	110
0002 Research and development	10	18	12
0003 Grants	53	52	53
0799 Total direct obligations	124	169	175
0801 Reimbursable program activity		3	3
0900 Total new obligations	124	172	178
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	20	23	

1021 Recoveries of prior year unpaid obligations	8		
1050 Unobligated balance (total)	28	23	
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	99	125	154
1120 Appropriations transferred to other accts [069–1400]	–1		
1121 Appropriations transferred from other acct [069–1400]	2	1	2
1160 Appropriation, discretionary (total)	100	126	156
Spending authority from offsetting collections, discretionary:			
1700 Collected	17	23	22
1701 Change in uncollected payments, Federal sources	2		
1750 Spending auth from offsetting collections, disc (total)	19	23	22
1900 Budget authority (total)	119	149	178
1930 Total budgetary resources available	147	172	178
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	23		
Special and non-revolving trust funds:			
1952 Expired unobligated balance, start of year	2	2	2
1953 Expired unobligated balance, end of year	2	2	2
1955 Unobligated balances withdrawn and returned to special fund	1		

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	86	92	113
3010 Obligations incurred, unexpired accounts	124	172	178
3011 Obligations incurred, expired accounts	3		
3020 Outlays (gross)	–110	–151	–170
3040 Recoveries of prior year unpaid obligations, unexpired	–8		
3041 Recoveries of prior year unpaid obligations, expired	–3		
3050 Unpaid obligations, end of year	92	113	121
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–13	–15	–15
3070 Change in uncollected pymts, Fed sources, unexpired	–2		
3090 Uncollected pymts, Fed sources, end of year	–15	–15	–15
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	73	77	98
3200 Obligated balance, end of year	77	98	106

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	119	149	178
Outlays, gross:			
4010 Outlays from new discretionary authority	41	73	87
4011 Outlays from discretionary balances	69	78	83
4020 Outlays, gross (total)	110	151	170
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–17	–23	–22
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	–2		
4070 Budget authority, net (discretionary)	100	126	156
4080 Outlays, net (discretionary)	93	128	148
4180 Budget authority, net (total)	100	126	156
4190 Outlays, net (total)	93	128	148

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for the Department's Pipeline Safety program. PHMSA provides safety oversight of the nation's 2.6 million miles of gas and hazardous liquid pipelines, which are owned and operated by private industry. PHMSA, and its state pipeline safety partners, use a data-driven process to address the risks pipelines pose to the public and the environment. This includes data analysis, damage prevention, education and training, enforcement of regulations and standards, research and development, grants for states' pipeline safety programs and emergency planning for response to accidents.

Object Classification (in millions of dollars)

Identification code 069–5172–0–2–407	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	21	29	37
12.1 Civilian personnel benefits	7	8	11
21.0 Travel and transportation	3	5	5
23.1 Rental payments to GSA	3	5	5
23.3 Communications, utilities, and miscellaneous charges - wcf	1	1	1
25.1 Advisory and assistance services	12	22	21
25.2 Other services from non-Federal sources		1	1

PIPELINE SAFETY—Continued
Object Classification—Continued

Identification code 069-5172-0-2-407	2014 actual	2015 est.	2016 est.
25.3 Other goods and services from Federal sources	5	14	14
25.5 Research and development contracts	10	18	12
25.7 Operation and maintenance of equipment	8	13	13
31.0 Equipment	1	1	2
41.0 Grants, subsidies, and contributions	53	52	53
99.0 Direct obligations	124	169	175
99.0 Reimbursable obligations		3	3
99.9 Total new obligations	124	172	178

Employment Summary

Identification code 069-5172-0-2-407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	198	282	336

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5128(b), \$188,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, [2016] 2017: *Provided*, That notwithstanding the fiscal year limitation specified in 49 U.S.C. 5116, not more than \$28,318,000 shall be made available for obligation in fiscal year [2015] 2016 from amounts made available by 49 U.S.C. 5116(i), and 5128(b) and (c): *Provided further*, That notwithstanding 49 U.S.C. 5116(i)(4), not more than 4 percent of the amounts made available from this account shall be available to pay administrative costs: *Provided further*, That none of the funds made available by 49 U.S.C. 5116(i), 5128(b), or 5128(c) shall be made available for obligation by individuals other than the Secretary of Transportation, or his or her designee: *Provided further*, That notwithstanding 49 U.S.C. 5128(b) and (c) and the current year obligation limitation, prior year recoveries recognized in the current year shall be available to develop a hazardous materials response training curriculum for emergency responders, including response activities for the transportation of crude oil, ethanol and other flammable liquids by rail, consistent with National Fire Protection Association standards, and to make such training available through an electronic format: *Provided further*, That the prior year recoveries made available under this heading shall also be available to carry out 49 U.S.C. 5116(b) and (j)]. (Department of Transportation Appropriations Act, 2015.)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-5282-0-2-407	2014 actual	2015 est.	2016 est.
0100 Balance, start of year	15	16	16
Receipts:			
0220 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Emergency Preparedness Grants	23	26	28
0400 Total: Balances and collections	38	42	44
Appropriations:			
0500 Emergency Preparedness Grants	-24	-28	-28
0501 Emergency Preparedness Grants	-4		
0502 Emergency Preparedness Grants	2	2	
0599 Total appropriations	-26	-26	-28
0610 Emergency Preparedness Grants	4		
0799 Balance, end of year	16	16	16

Program and Financing (in millions of dollars)

Identification code 069-5282-0-2-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Operations	1	2	2
0002 Emergency Preparedness Grants	20	22	22
0003 Competitive Training Grants	4	3	3
0004 Supplemental Training Grants	1	1	1
0900 Total new obligations	26	28	28

Budgetary resources:

Unobligated balance:			
1021 Recoveries of prior year unpaid obligations	4	2	
1031 Refunds and recoveries temporarily precluded from obligation (special and trust funds)	-4		
1050 Unobligated balance (total)		2	
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	24	28	28
1203 Appropriation (previously unavailable)	4		
1232 Appropriations and/or unobligated balance of appropriations temporarily reduced	-2	-2	
1260 Appropriations, mandatory (total)	26	26	28
1900 Budget authority (total)	26	26	28
1930 Total budgetary resources available	26	28	28

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	43	43	37
3010 Obligations incurred, unexpired accounts	26	28	28
3020 Outlays (gross)	-22	-32	-35
3040 Recoveries of prior year unpaid obligations, unexpired	-4	-2	
3050 Unpaid obligations, end of year	43	37	30
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	43	43	37
3200 Obligated balance, end of year	43	37	30

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross	26	26	28
Outlays, gross:			
4100 Outlays from new mandatory authority	1	10	10
4101 Outlays from mandatory balances	21	22	25
4110 Outlays, gross (total)	22	32	35
4180 Budget authority, net (total)	26	26	28
4190 Outlays, net (total)	22	32	35

Federal hazardous material law (49 U.S.C. 5101 et seq.) established a national registration program for shippers and carriers of hazardous materials in 1992. The law also established collection of fees from registrants. These fees finance emergency preparedness planning and training grants; development of training curriculum guidelines for emergency responders and technical assistance to states, political subdivisions, and American Indian tribes; publication and distribution of the *Emergency Response Guidebook*; and administrative costs for operating the program.

Object Classification (in millions of dollars)

Identification code 069-5282-0-2-407	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.3 Other goods and services from Federal sources	1	1	1
41.0 Grants, subsidies, and contributions	25	26	26
99.0 Direct obligations	26	27	27
99.5 Below reporting threshold		1	1
99.9 Total new obligations	26	28	28

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 069-8121-0-7-407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Trust fund share of pipeline safety	19	20	20
0900 Total new obligations (object class 94.0)	19	20	20
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	19	20	20
1160 Appropriation, discretionary (total)	19	20	20

1930	Total budgetary resources available	19	20	20
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	13	15	15
3010	Obligations incurred, unexpired accounts	19	20	20
3020	Outlays (gross)	-17	-20	-20
3050	Unpaid obligations, end of year	15	15	15
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	13	15	15
3200	Obligated balance, end of year	15	15	15
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	19	20	20
Outlays, gross:				
4010	Outlays from new discretionary authority	7	10	10
4011	Outlays from discretionary balances	10	10	10
4020	Outlays, gross (total)	17	20	20
4180	Budget authority, net (total)	19	20	20
4190	Outlays, net (total)	17	20	20

The Oil Pollution Act of 1990 requires the preparation of spill response plans by operators that store, handle, or transport oil to minimize the environmental impact of oil spills and to improve public and private sector response. The Pipeline and Hazardous Materials Safety Administration (PHMSA) reviews response plans submitted by operators of onshore oil pipelines to ensure the plans comply with PHMSA regulations. These plans also must be regularly updated by the operator and submitted for subsequent review by PHMSA. PHMSA also seeks to improve oil spill preparedness and response through data analysis, spill monitoring, mapping pipelines in areas unusually sensitive to environmental damage, and advanced technologies to detect and prevent leaks from hazardous liquid pipelines. These and related activities are funded in part by the Oil Spill Liability Trust Fund.

ADMINISTRATIVE PROVISIONS

Sec. 1 Paragraph (3) of section 60117(n) of title 49, United States Code, is amended—

(a) in subparagraph (C) by striking ", in amounts specified in appropriations Acts,"; and

(b) by inserting a new subparagraph (D), as follows—

"(D) Availability.—Funds under this subsection may be collected and shall be available only to the extent provided in appropriations Acts."

(Department of Transportation Appropriations Act, 2015.)

OFFICE OF INSPECTOR GENERAL

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Office of the Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, **["\$86,223,000"] \$87,472,000: Provided**, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3), to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: *Provided further*, That the funds made available under this heading may be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso: *Provided further*, That hereafter funds transferred to the Office of the Inspector General through forfeiture proceedings or from the Department of Justice Assets Forfeiture Fund or the Department of the Treasury Forfeiture Fund, as a participating agency, as an equitable share from the forfeiture of property in investigations in which the Office of Inspector General participates, or through the granting of a Petition for Remission or Mitigation, shall be deposited to the credit of this account for law enforcement activities authorized under the Inspector General Act of 1978, as amended, to remain available until expended. *(Department of Transportation Appropriations Act, 2015.)*

Program and Financing (in millions of dollars)

Identification code 069–0130–0–1–407	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0101 General administration	83	86	87
0103 Disaster Relief and Oversight FY 2013 .....	.....	3	3
0900 Total new obligations	83	89	90
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	6	6	3
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	86	86	87
1160 Appropriation, discretionary (total)	86	86	87
1900 Budget authority (total)	86	86	87
1930 Total budgetary resources available	92	92	90
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-3	.....	.....
1941 Unexpired unobligated balance, end of year	6	3	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8	7	8
3010 Obligations incurred, unexpired accounts	83	89	90
3020 Outlays (gross)	-83	-88	-90
3041 Recoveries of prior year unpaid obligations, expired	-1	.....	.....
3050 Unpaid obligations, end of year	7	8	8
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8	7	8
3200 Obligated balance, end of year	7	8	8
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	86	86	87
Outlays, gross:			
4010 Outlays from new discretionary authority	76	77	78
4011 Outlays from discretionary balances	7	11	12
4020 Outlays, gross (total)	83	88	90
4180 Budget authority, net (total)	86	86	87
4190 Outlays, net (total)	83	88	90

The Department of Transportation (DOT) Inspector General conducts independent audits, investigations and evaluations to promote economy, efficiency and effectiveness in the administration of DOT programs and operations, including contracts, grants, and financial management; and, to prevent and detect fraud, waste, and abuse in such activities. This appropriation provides funds to enable the Office of the Inspector General to perform these oversight responsibilities in accordance with the Inspector General Act of 1978, as Amended (5 U.S.C. App. 3).

Object Classification (in millions of dollars)

Identification code 069–0130–0–1–407	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	41	46	47
11.3 Other than full-time permanent	1	.....	.....
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	45	49	50
12.1 Civilian personnel benefits	16	18	18
21.0 Travel and transportation of persons	2	3	3
23.1 Rental payments to GSA	5	6	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	1	.....	.....
25.2 Other services from non-Federal sources	3	4	4
25.3 Other goods and services from Federal sources	6	6	6
25.7 Operation and maintenance of equipment	1	1	1
31.0 Equipment	2	1	1
99.0 Direct obligations	82	89	90
99.5 Below reporting threshold	1	.....	.....
99.9 Total new obligations	83	89	90

SALARIES AND EXPENSES—Continued
Employment Summary

Identification code 069–0130–0–1–407	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	393	422	422
2001 Reimbursable civilian full-time equivalent employment	2		

SURFACE TRANSPORTATION BOARD

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, **[\$31,375,000] \$32,499,000: Provided**, That notwithstanding any other provision of law, not to exceed \$1,250,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: *Provided further*, That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year **[2015] 2016**, to result in a final appropriation from the general fund estimated at no more than **[\$30,125,000] \$31,249,000. (Department of Transportation Appropriations Act, 2015.)**

Program and Financing (in millions of dollars)

Identification code 069–0301–0–1–401	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Rail carriers	30	30	32
0100 Total direct obligations	30	30	32
0812 Reimbursable rail carriers	1	1	1
0900 Total new obligations	31	31	33
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1			1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	30	31	32
1160 Appropriation, discretionary (total)	30	31	32
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	1	1
1750 Spending auth from offsetting collections, disc (total)	1	1	1
1900 Budget authority (total)	31	32	33
1930 Total budgetary resources available	31	32	34
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year		1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	4	3
3010 Obligations incurred, unexpired accounts	31	31	33
3020 Outlays (gross)	–29	–32	–33
3050 Unpaid obligations, end of year	4	3	3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	4	3
3200 Obligated balance, end of year	4	3	3
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	31	32	33
Outlays, gross:			
4010 Outlays from new discretionary authority	27	29	30
4011 Outlays from discretionary balances	2	3	3
4020 Outlays, gross (total)	29	32	33
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	–1	–1	–1
4180 Budget authority, net (total)	30	31	32
4190 Outlays, net (total)	28	31	32

The Surface Transportation Board (the Board) was created on January 1, 1996, by P.L. 104–88, the Interstate Commerce Commission Termination Act of 1995 (ICCTA). The Board is specifically responsible for the regula-

tion of the rail and pipeline industries and certain non-licensing regulation of motor carriers and water carriers.

Rail Carriers.—This regulatory oversight encompasses the regulation of rates, mergers and acquisitions, construction, and abandonment of railroad lines, as well as the planning, analysis, and policy development associated with these activities.

Other Surface Transportation Carriers.—This regulatory oversight includes certain regulation of the intercity bus industry and surface pipeline carriers as well as the rate regulation of water transportation in non-contiguous domestic trade, household-good carriers, and collectively determined motor rates.

2016 Program.—\$32,499,000 is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA. This includes a request for \$1,250,00 from offsetting collections of user fees.

The following paragraph is presented in compliance with Section 703 of the ICCTA. It is presented without change or correction.

The Board's Request to the Office of Management and Budget (OMB).—The Board had submitted to the Secretary of Transportation and the OMB a 2016 appropriation request of \$34,797,000 and a request that \$1,250,000 from the offsetting collection of user fees be made available to the Board to operate at 170 full time equivalents. The offsetting collection of user fees is based on the costs incurred by the Board for fee-related activities and is commensurate with the costs of processing parties' submissions. In past fiscal years, the Board received both an appropriation and authorization for offsetting collections to be made available to the appropriation for the Board's expenses. The 2016 Budget request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

This level of funding is necessary to implement rulemakings and adjudicate the ongoing caseload within the deadlines imposed by ICCTA. The Board requires adequate resources to perform key functions under the ICCTA, including rail rate reasonableness oversight; the processing of rail consolidations, abandonments, and other restructuring proposals; and the resolution of non-rail matters. This request also includes staffing and resources required to implement the Board's expanded jurisdiction with respect to regulation of passenger rail service under the Passenger Rail Investment and Improvement Act of 2008 (P.L. No. 110–432) and the enhancement of the Board's audit program to monitor the financial condition of the Nation's railroads.

Object Classification (in millions of dollars)

Identification code 069–0301–0–1–401	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	17	17	18
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	18	18	19
12.1 Civilian personnel benefits	5	5	5
23.1 Rental payments to GSA	4	3	4
25.2 Other services from non-Federal sources	1	2	2
25.3 Other goods and services from Federal sources	2	2	2
99.0 Direct obligations	30	30	32
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	31	31	33

Employment Summary

Identification code 069–0301–0–1–401	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	131	170	170

MARITIME ADMINISTRATION**Federal Funds****OPERATIONS AND TRAINING**

For necessary expenses of operations and training activities authorized by law, **[\$148,050,000] \$184,637,000**, of which **[\$11,300,000] \$22,000,000** shall remain available until expended for maintenance and repair of training ships at State Maritime Academies, and of which **\$5,000,000** shall remain available until expended for National Security Multi-Mission Vessel design for State Maritime Academies and National Security, and of which **\$2,400,000** shall remain available through September 30, **[2016] 2017**, for the Student Incentive Program at State Maritime Academies, **[and of which \$1,200,000 shall remain available until expended for training ship fuel assistance payments.] and of which [\$15,000,000] \$24,722,000** shall remain available until expended for facilities maintenance and repair, equipment, and capital improvements at the United States Merchant Marine Academy, and of which **\$4,000,000** shall remain available through September 30, 2017, for Maritime Environment and Technology Assistance grants, contracts, and cooperative agreement: *Provided*, That amounts apportioned for the United States Merchant Marine Academy shall be available only upon allotments made personally by the Secretary of Transportation or the Assistant Secretary for Budget and Programs: *Provided further*, That the Superintendent, Deputy Superintendent and the Director of the Office of Resource Management of the United States Merchant Marine Academy may not be allotment holders for the United States Merchant Marine Academy, and the Administrator of the Maritime Administration shall hold all allotments made by the Secretary of Transportation or the Assistant Secretary for Budget and Programs under the previous proviso: *Provided further*, That 50 percent of the funding made available for the United States Merchant Marine Academy under this heading shall be available only after the Secretary, in consultation with the Superintendent and the Maritime Administrator, completes a plan detailing by program or activity how such funding will be expended at the Academy, and this plan is submitted to the House and Senate Committees on Appropriations: *Provided further*, That not later than January 12, 2015, the Administrator of the Maritime Administration shall transmit to Congress the biennial survey and report on sexual assault and sexual harassment at the United States Merchant Marine Academy as required pursuant to section 3507 of Public Law 110-417. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069-1750-0-1-403	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Merchant Marine Academy	71	117	96
0002 State maritime schools	17	21	35
0003 MARAD operations	51	50	54
0004 Other Maritime Programs	1	9	.....
0100 Subtotal, Direct program	140	197	185
0799 Total direct obligations	140	197	185
0801 Operations and Training (Reimbursable)	7	30	13
0900 Total new obligations	147	227	198
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	58	66	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	148	148	185
1160 Appropriation, discretionary (total)	148	148	185
Spending authority from offsetting collections, discretionary:			
1700 Collected	4	13	13
1701 Change in uncollected payments, Federal sources	4	.....	.....
1750 Spending auth from offsetting collections, disc (total)	8	13	13
1900 Budget authority (total)	156	161	198
1930 Total budgetary resources available	214	227	198
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1	.....	.....
1941 Unexpired unobligated balance, end of year	66	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	78	63	59
3010 Obligations incurred, unexpired accounts	147	227	198
3011 Obligations incurred, expired accounts	2	.....	.....
3020 Outlays (gross)	-161	-231	-192

3041 Recoveries of prior year unpaid obligations, expired	-3	.....	.....
3050 Unpaid obligations, end of year	63	59	65
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-27	-29	-29
3070 Change in uncollected pymts, Fed sources, unexpired	-4	.....	.....
3071 Change in uncollected pymts, Fed sources, expired	2	.....	.....
3090 Uncollected pymts, Fed sources, end of year	-29	-29	-29
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	51	34	30
3200 Obligated balance, end of year	34	30	36
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	156	161	198
Outlays, gross:			
4010 Outlays from new discretionary authority	109	139	170
4011 Outlays from discretionary balances	52	92	22
4020 Outlays, gross (total)	161	231	192
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-6	-13	-13
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-4	.....	.....
4052 Offsetting collections credited to expired accounts	2	.....	.....
4060 Additional offsets against budget authority only (total)	-2	.....	.....
4070 Budget authority, net (discretionary)	148	148	185
4080 Outlays, net (discretionary)	155	218	179
4180 Budget authority, net (total)	148	148	185
4190 Outlays, net (total)	155	218	179

The appropriation for Operations and Training provides funding for staff to administer and direct Maritime Administration operations and programs. Maritime Administration operations include planning for coordination of U.S. maritime industry activities under emergency conditions; technology assessments calculated to achieve advancements in ship design, construction and operation; and port and intermodal development to increase capacity and mitigate congestion in freight movements.

Maritime training programs include the operation of the U.S. Merchant Marine Academy and financial assistance to the six State Maritime Academies. The Operations and Training Budget request of \$184.6 million includes \$96 million for the United States Merchant Marine Academy, \$34.6 million for the State Maritime Academies, and \$54.1 million for Maritime Operations and Programs.

Object Classification (in millions of dollars)

Identification code 069-1750-0-1-403	2014 actual	2015 est.	2016 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	38	40	42
11.3 Other than full-time permanent	7	7	7
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	46	48	50
12.1 Civilian personnel benefits	14	14	15
21.0 Travel and transportation of persons	2	2	2
23.1 Rental payments to GSA	4	3	3
23.3 Communications, utilities, and miscellaneous charges	4	4	4
25.2 Other services from non-Federal sources	53	68	73
26.0 Supplies and materials	6	7	7
31.0 Equipment	2	2	2
32.0 Land and structures	4	46	26
41.0 Grants, subsidies, and contributions	5	3	3
99.0 Direct obligations	140	197	185
99.0 Reimbursable obligations	7	30	13
99.9 Total new obligations	147	227	198

Employment Summary

Identification code 069-1750-0-1-403	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	446	490	499
2001 Reimbursable civilian full-time equivalent employment	2	2	2

OPERATIONS AND TRAINING—Continued
Employment Summary—Continued

Identification code 069–1750–0–1–403	2014 actual	2015 est.	2016 est.
3001 Allocation account civilian full-time equivalent employment	4	4	4

ASSISTANCE TO SMALL SHIPYARDS

Program and Financing (in millions of dollars)

Identification code 069–1770–0–1–403	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Grants for Capital Improvement for Small Shipyards		1	
0900 Total new obligations (object class 99.5)		1	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	
1930 Total budgetary resources available	1	1	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	19	5	
3010 Obligations incurred, unexpired accounts		1	
3020 Outlays (gross)	–14	–6	
3050 Unpaid obligations, end of year	5		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	19	5	
3200 Obligated balance, end of year	5		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	14	6	
4190 Outlays, net (total)	14	6	

The National Defense Authorization Act of 2006 authorized the Maritime Administration to make grants for capital and related improvements at eligible shipyard facilities that will foster efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. Grant funds may also be used for maritime training programs to enhance technical skills and operational productivity in communities whose economies are related to or dependent upon the maritime industry.

No new funds are requested for 2016.

Employment Summary

Identification code 069–1770–0–1–403	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	2	2	

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, **【\$4,000,000】 \$8,000,000**, to remain available until expended. (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069–1768–0–1–403	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Ship disposal	6	7	5
0002 N.S.Savannah	3	1	3
0900 Total new obligations	9	8	8

Budgetary resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7	4	
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	8	4	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	4	8
1160 Appropriation, discretionary (total)	5	4	8
1930 Total budgetary resources available	13	8	8
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4		

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4	2	1
3010 Obligations incurred, unexpired accounts	9	8	8
3020 Outlays (gross)	–10	–9	–6
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	2	1	3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4	2	1
3200 Obligated balance, end of year	2	1	3

Budget authority and outlays, net:

Discretionary:			
Budget authority, gross:			
4000 Budget authority, gross	5	4	8
Outlays, gross:			
4010 Outlays from new discretionary authority	1	2	4
4011 Outlays from discretionary balances	9	7	2
4020 Outlays, gross (total)	10	9	6
4180 Budget authority, net (total)	5	4	8
4190 Outlays, net (total)	10	9	6

The Ship Disposal program provides resources to properly dispose of obsolete government-owned merchant ships maintained by the Maritime Administration in the National Defense Reserve Fleet. The Maritime Administration contracts with domestic shipbreaking firms to dismantle these vessels in accordance with guidelines set forth by the U.S. Environmental Protection Agency. In FY 2016, the Ship Disposal program requests \$8 million which includes \$5 million to support continued obsolete vessel disposal, and \$3 million for maintaining the NS Savannah in protective storage.

Object Classification (in millions of dollars)

Identification code 069–1768–0–1–403	2014 actual	2015 est.	2016 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.1 Advisory and assistance services	3	3	2
25.4 Operation and maintenance of facilities	4	4	4
99.0 Direct obligations	8	8	7
99.5 Below reporting threshold	1		1
99.9 Total new obligations	9	8	8

Employment Summary

Identification code 069–1768–0–1–403	2014 actual	2015 est.	2016 est.
1001 Direct civilian full-time equivalent employment	11	11	11

MARITIME SECURITY PROGRAM

For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, **【\$186,000,000】 \$211,000,000**, to remain available until expended, of which \$25,000,000 is to support retention of merchant mariners in the United States merchant marine: Provided, That these funds shall only be available to the extent that any fiscal year 2016 legislation is enacted that permits at least 25 percent of funds appropriated for Title II of the Food For Peace Act (Public Law 83–480), as amended, to be used for monetary awards for emergency programs: Provided further, That at least \$1,000,000 of these funds shall be used to support training programs to retain and advance U.S. citizen

mariners for critical positions as determined by the Secretary of Transportation in consultation with the Commandant of the Coast Guard: Provided further, That up to \$24,000,000 of the remaining funds shall be used for other support to mariners, such as providing payments to operators of vessels and foreign trade separate from Maritime Security Program payments, on such terms and conditions as the Secretary of Transportation may determine in consultation with the Secretary of Defense: Provided further, That the use of up to \$24,000,000 for other support to mariners, such as providing payments to vessel operators separate from Maritime Security Program payments, shall be implemented through regulations promulgated by the Secretary of Transportation in consultation with the Secretary of Defense. (Department of Transportation Appropriations Act, 2015.)

Program and Financing (in millions of dollars)

Identification code 069-1711-0-1-054	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Maritime Security Program	186	186	186
0002 Food Aid Carrier Mariner Support			25
0900 Total new obligations (object class 41.0)	186	186	211
Budgetary resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	186	186	211
1160 Appropriation, discretionary (total)	186	186	211
1930 Total budgetary resources available	186	186	211
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1		17	13
3010 Obligations incurred, unexpired accounts	186	186	211
3020 Outlays (gross)	-169	-190	-209
3050 Unpaid obligations, end of year	17	13	15
Memorandum (non-add) entries:			
3100 Obligated balance, start of year		17	13
3200 Obligated balance, end of year	17	13	15
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	186	186	211
Outlays, gross:			
4010 Outlays from new discretionary authority	169	173	196
4011 Outlays from discretionary balances		17	13
4020 Outlays, gross (total)	169	190	209
4180 Budget authority, net (total)	186	186	211
4190 Outlays, net (total)	169	190	209

The Maritime Security Program provides direct payments to U.S. flag ship operators engaged in foreign commerce to partially offset the higher operating costs of U.S. registry. The purpose of the program is to establish and sustain a fleet of active ships that are privately owned, commercially viable, and militarily useful to meet national defense and other emergency sealift requirements. Participating operators are required to make their ships and commercial transportation resources available upon request by the Secretary of Defense during times of war or national emergency. Commercial transportation resources include ships, logistics management services, port terminal facilities, and U.S. citizen merchant mariners to crew both commercial and government-owned merchant ships. The 2016 Budget proposes international food aid reform that would increase flexibility within P.L. 480 Title II emergency programs, which could, over time, reduce overall volumes of agricultural commodities available for transport on U.S.-flag vessels. Therefore, the Budget requests an additional \$25 million, as a component of this reform, for support to mariners and vessel operators in foreign trade and to accelerate the training and credentialing of mariners in occupations deemed critical to sustain a balanced and capable U.S. citizen merchant marine.

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 069-1710-0-1-054	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0801 Ready Reserve Force (Reimbursable)	395	375	357
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	25	26	22
1021 Recoveries of prior year unpaid obligations	28		
1050 Unobligated balance (total)	53	26	22
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	342	371	356
1701 Change in uncollected payments, Federal sources	30		
1750 Spending auth from offsetting collections, disc (total)	372	371	356
1930 Total budgetary resources available	425	397	378
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-4		
1941 Unexpired unobligated balance, end of year	26	22	21
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	184	156	49
3010 Obligations incurred, unexpired accounts	395	375	357
3020 Outlays (gross)	-388	-482	-357
3040 Recoveries of prior year unpaid obligations, unexpired	-28		
3041 Recoveries of prior year unpaid obligations, expired	-7		
3050 Unpaid obligations, end of year	156	49	49
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-60	-64	-64
3070 Change in uncollected pymts, Fed sources, unexpired	-30		
3071 Change in uncollected pymts, Fed sources, expired	26		
3090 Uncollected pymts, Fed sources, end of year	-64	-64	-64
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	124	92	-15
3200 Obligated balance, end of year	92	-15	-15
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	372	371	356
Outlays, gross:			
4010 Outlays from new discretionary authority	258	334	320
4011 Outlays from discretionary balances	130	148	37
4020 Outlays, gross (total)	388	482	357
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-361	-371	-356
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-30		
4052 Offsetting collections credited to expired accounts	19		
4060 Additional offsets against budget authority only (total)	-11		
4080 Outlays, net (discretionary)	27	111	1
4190 Outlays, net (total)	27	111	1

The Ready Reserve Force (RRF) fleet is comprised of government-owned merchant ships within the National Defense Reserve Fleet that are maintained in an advanced state of surge sealift readiness for the transport of cargo to a given area of operation to satisfy combatant commanders' critical war fighting requirements. Resources for RRF vessel maintenance, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by reimbursement from the National Defense Sealift Fund.

Object Classification (in millions of dollars)

Identification code 069-1710-0-1-054	2014 actual	2015 est.	2016 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	26	26	27
11.5 Other personnel compensation	1	1	2
11.9 Total personnel compensation	27	27	29
12.1 Civilian personnel benefits	9	9	9

READY RESERVE FORCE—Continued

Object Classification—Continued

Identification code 069–1710–0–1–054	2014 actual	2015 est.	2016 est.
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	2	2	2
23.2 Rental payments to others	16	15	14
23.3 Communications, utilities, and miscellaneous charges	8	8	8
25.1 Advisory and assistance services	2	2	2
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	8	7	7
25.4 Operation and maintenance of facilities	280	264	247
25.7 Operation and maintenance of equipment	5	5	5
26.0 Supplies and materials	34	32	30
31.0 Equipment	2	2	2
99.9 Total new obligations	395	375	357

Employment Summary

Identification code 069–1710–0–1–054	2014 actual	2015 est.	2016 est.
2001 Reimbursable civilian full-time equivalent employment	326	326	333

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 069–4303–0–3–403	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0801 Vessel operations	20	35	26
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	73	60	45
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	74	60	45
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	12	20	20
1701 Change in uncollected payments, Federal sources	–6		
1750 Spending auth from offsetting collections, disc (total)	6	20	20
1930 Total budgetary resources available	80	80	65
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	60	45	39
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	9	8	3
3010 Obligations incurred, unexpired accounts	20	35	26
3020 Outlays (gross)	–20	–40	–23
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	8	3	6
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–12	–6	–6
3070 Change in uncollected pymts, Fed sources, unexpired	6		
3090 Uncollected pymts, Fed sources, end of year	–6	–6	–6
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	–3	2	–3
3200 Obligated balance, end of year	2	–3	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	6	20	20
Outlays, gross:			
4010 Outlays from new discretionary authority	6	18	18
4011 Outlays from discretionary balances	14	22	5
4020 Outlays, gross (total)	20	40	23
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–2		
4033 Non-Federal sources	–10	–20	–20
4040 Offsets against gross budget authority and outlays (total)	–12	–20	–20
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	6		
4080 Outlays, net (discretionary)	8	20	3

4190 Outlays, net (total)	8	20	3
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Memorandum (non-add) entries:

5090 Unexpired unavailable balance, SOY: Offsetting collections	1	1	1
5092 Unexpired unavailable balance, EOY: Offsetting collections	1	1	1

This fund is authorized for the receipt of sales proceeds from the disposition of obsolete government-owned merchant vessels. The Maritime Administration is authorized to reactivate, maintain, operate, deactivate and dispose government-owned merchant vessels comprising the National Defense Reserve Fleet (NDRF) and the Ready Reserve Force (RRF), a subset of the NDRF. Resources for RRF vessel maintenance, preservation, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by transfer from the Department of Defense Operations and Maintenance, Navy account. Through fiscal year 2010, interagency agreement transactions to fund and administer these programs were reflected in this fund. Beginning in fiscal year 2011, these interagency agreement transactions are instead reflected in the RRF account. Direct appropriations for the disposal of obsolete government-owned merchant vessels are provided to the Ship Disposal account.

Object Classification (in millions of dollars)

Identification code 069–4303–0–3–403	2014 actual	2015 est.	2016 est.
Reimbursable obligations:			
25.2 Other services from non-Federal sources	2	4	3
25.3 Other goods and services from Federal sources	2	6	4
25.4 Operation and maintenance of facilities	4	13	9
25.7 Operation and maintenance of equipment	1		
31.0 Equipment	1	2	2
32.0 Land and structures	4		
41.0 Grants, subsidies, and contributions	6	10	8
99.9 Total new obligations	20	35	26

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 069–4302–0–3–403	2014 actual	2015 est.	2016 est.
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	48	48	48
1930 Total budgetary resources available	48	48	48
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	48	48	48
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	43	43	43
5001 Total investments, EOY: Federal securities: Par value	43	43	43

The Maritime Administration is authorized to insure against war risk loss or damage to maritime operators until commercial insurance can be obtained on reasonable terms and conditions. This insurance includes war risk hull and disbursements interim insurance, war risk protection and indemnity interim insurance, second seamen's war risk interim insurance, and the war risk cargo insurance standby program.

PORT OF GUAM IMPROVEMENT ENTERPRISE FUND

Program and Financing (in millions of dollars)

Identification code 069–5560–0–2–403	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Port of Guam Improvement Enterprise Program	34	8	
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	42	8	

1930	Total budgetary resources available	42	8	.....
	Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	8	.....	.....
Change in obligated balance:				
	Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	5	30	.....
3010	Obligations incurred, unexpired accounts	34	8	.....
3020	Outlays (gross)	-9	-38	.....
3050	Unpaid obligations, end of year	30	.....	.....
	Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-1	-1	.....
3071	Change in uncollected pymts, Fed sources, expired .....	.....	1	.....
3090	Uncollected pymts, Fed sources, end of year	-1	.....	.....
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year	4	29	.....
3200	Obligated balance, end of year	29	.....	.....
Budget authority and outlays, net:				
	Discretionary:			
	Outlays, gross:			
4011	Outlays from discretionary balances	9	38	.....
4190	Outlays, net (total)	9	38	.....

Object Classification (in millions of dollars)

Identification code 069-5560-0-2-403	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.3 Other goods and services from Federal sources	2	.....	.....
32.0 Land and structures	32	7	.....
99.0 Direct obligations	34	7	.....
99.5 Below reporting threshold .....	.....	1	.....
99.9 Total new obligations	34	8	.....

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

For necessary administrative expenses of the maritime guaranteed loan program, **[\$3,100,000] \$3,135,000** shall be paid to the appropriations for "Maritime Administration-Operations and Training". (*Department of Transportation Appropriations Act, 2015.*)

Program and Financing (in millions of dollars)

Identification code 069-1752-0-1-403	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
Credit program obligations:			
0702 Loan guarantee subsidy	30	42	.....
0707 Reestimates of loan guarantee subsidy	29	2	.....
0708 Interest on reestimates of loan guarantee subsidy	5	.....	.....
0709 Administrative expenses	3	3	3
0900 Total new obligations	67	47	3
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	38	43	1
1001 Discretionary unobligated balance brought fwd, Oct 1	38	43	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	35	.....	.....
1100 Appropriation	4	3	3
1160 Appropriation, discretionary (total)	39	3	3
Appropriations, mandatory:			
1200 Appropriation	33	2	.....
1260 Appropriations, mandatory (total)	33	2	.....
1900 Budget authority (total)	72	5	3
1930 Total budgetary resources available	110	48	4
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	43	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1 .....	.....	30	.....
3010 Obligations incurred, unexpired accounts	67	47	3

3020	Outlays (gross)	-37	-77	-3
3050	Unpaid obligations, end of year	30	.....	.....
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year .....	.....	30	.....
3200	Obligated balance, end of year	30	.....	.....
Budget authority and outlays, net:				
	Discretionary:			
4000	Budget authority, gross	39	3	3
	Outlays, gross:			
4010	Outlays from new discretionary authority	4	3	3
4011	Outlays from discretionary balances .....	.....	72	.....
4020	Outlays, gross (total)	4	75	3
	Mandatory:			
4090	Budget authority, gross	33	2	.....
	Outlays, gross:			
4100	Outlays from new mandatory authority	33	2	.....
4180	Budget authority, net (total)	72	5	3
4190	Outlays, net (total)	37	77	3

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 069-1752-0-1-403	2014 actual	2015 est.	2016 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215011 Risk Category 4	325	454	.....
215999 Total loan guarantee levels	325	454	.....
Guaranteed loan subsidy (in percent):			
232011 Risk Category 4	9.33	9.25	.....
232999 Weighted average subsidy rate	9.33	9.25	.....
Guaranteed loan subsidy budget authority:			
233011 Risk Category 4	30	42	.....
233999 Total subsidy budget authority	30	42	.....
Guaranteed loan reestimates:			
235014 Weighted Average Reestimates	19	-38	.....
235999 Total guaranteed loan reestimates	19	-38	.....
Administrative expense data:			
3510 Budget authority	4	3	3
3590 Outlays from new authority	4	3	3

The Maritime Guaranteed Loan (Title XI) program provides for a full faith and credit guarantee of debt obligations issued by U.S or foreign ship owners to finance or refinance the construction, reconstruction, or reconditioning of U.S. flag vessels or eligible export vessels in U.S. shipyards; or for a full faith and credit guarantee of debt obligations issued by U.S. shipyard owners to finance the modernization of shipbuilding technology at shipyards located in the United States.

As required by the Federal Credit Reform Act of 1990, this account also includes the subsidy costs associated with loan guarantee commitments made in 1992 and subsequent years which are estimated on a present value basis. The account also reflects the administrative expenses of the program which are estimated on a cash basis. Funds for administrative expenses are appropriated to this account, then paid to the Maritime Administration's Operations and Training account. This appropriation will provide resources for the administrative expenses of the program, including management of the loan portfolio which has \$1.6 billion in loan guarantees and 38 guarantee contracts.

Object Classification (in millions of dollars)

Identification code 069-1752-0-1-403	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.2 Other services from non-Federal sources	3	3	3
41.0 Grants, subsidies, and contributions	64	44	.....
99.9 Total new obligations	67	47	3

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 069-4304-0-3-999	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
Credit program obligations:			
0711 Default claim payments on principal		40	48
0712 Default claim payments on interest		3	3
0713 Payment of interest to Treasury		1	1
0715 Default related activity		10	10
0742 Downward reestimate paid to receipt account	5	23	
0743 Interest on downward reestimates	10	17	
0900 Total new obligations	15	94	62
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	231	231	257
Financing authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	52	120	152
1825 Spending authority from offsetting collections applied to repay debt	-37		
1850 Spending auth from offsetting collections, mand (total)	15	120	152
1900 Financing authority (total)	15	120	152
1930 Total budgetary resources available	246	351	409
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	231	257	347
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			84
3010 Obligations incurred, unexpired accounts	15	94	62
3020 Financing disbursements (gross)	-15	-10	-10
3050 Unpaid obligations, end of year		84	136
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			84
3200 Obligated balance, end of year		84	136
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	15	120	152
Financing disbursements:			
4110 Financing disbursements, gross	15	10	10
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Payments from program account - Upward Reestimate	-33	-2	
4122 Interest on uninvested funds	-9		
4123 Loan Repayment	-10	-118	-152
4130 Offsets against gross financing auth and disbursements (total)	-52	-120	-152
4160 Financing authority, net (mandatory)	-37		
4170 Financing disbursements, net (mandatory)	-37	-110	-142
4180 Financing authority, net (total)	-37		
4190 Financing disbursements, net (total)	-37	-110	-142

Status of Guaranteed Loans (in millions of dollars)

Identification code 069-4304-0-3-999	2014 actual	2015 est.	2016 est.
Position with respect to appropriations act limitation on commitments:			
2111 Guaranteed loan commitments from current-year authority	325	454	
2150 Total guaranteed loan commitments	325	454	
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	1,731	1,731	2,028
2231 Disbursements of new guaranteed loans		454	
2251 Repayments and prepayments		-117	-152
2262 Adjustments: Terminations for default that result in acquisition of property		-40	-48
2290 Outstanding, end of year	1,731	2,028	1,828
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	1,731	2,028	1,828

Balance Sheet (in millions of dollars)

Identification code 069-4304-0-3-999	2013 actual	2014 actual
ASSETS:		
Federal assets:		
1101 Fund balances with Treasury	231	231
Investments in US securities:		
1106 Receivables, net	11	11
1999 Total assets	242	242
LIABILITIES:		
2204 Non-Federal liabilities: Liabilities for loan guarantees	242	242
4999 Total liabilities and net position	242	242

Trust Funds

MISCELLANEOUS TRUST FUNDS, MARITIME ADMINISTRATION

Special and Trust Fund Receipts (in millions of dollars)

Identification code 069-8547-0-7-403	2014 actual	2015 est.	2016 est.
0100 Balance, start of year			
Receipts:			
0220 Gifts and Bequests, Maritime Administration, Transportation	1	1	1
0400 Total: Balances and collections	1	1	1
Appropriations:			
0500 Miscellaneous Trust Funds, Maritime Administration	-1		
0501 Miscellaneous Trust Funds, Maritime Administration		-1	-1
0599 Total appropriations	-1	-1	-1
0799 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 069-8547-0-7-403	2014 actual	2015 est.	2016 est.
Obligations by program activity:			
0001 Special Studies	1	2	
0002 Gifts and Bequests		3	1
0100 Total direct program - Subtotal (running)	1	5	1
0900 Total new obligations	1	5	1
Budgetary resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	4	
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	1		
1201 Appropriation (special or trust fund)		1	1
1260 Appropriations, mandatory (total)	1	1	1
1930 Total budgetary resources available	5	5	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	
3010 Obligations incurred, unexpired accounts	1	5	1
3020 Outlays (gross)	-1	-6	-1
3050 Unpaid obligations, end of year	1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	
3200 Obligated balance, end of year	1		
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	1	1	1
Outlays, gross:			
4100 Outlays from new mandatory authority		1	1
4101 Outlays from mandatory balances	1	5	
4110 Outlays, gross (total)	1	6	1
4180 Budget authority, net (total)	1	1	1
4190 Outlays, net (total)	1	6	1

Object Classification (in millions of dollars)

Identification code 069–8547–0–7–403	2014 actual	2015 est.	2016 est.
Direct obligations:			
25.2 Other services from non-Federal sources	1	2	.....
26.0 Supplies and materials .....	.....	1	.....
99.0 Direct obligations	1	3	.....
99.5 Below reporting threshold .....	.....	2	1
99.9 Total new obligations	1	5	1

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

SEC. 170. Notwithstanding any other provision of this Act, *in addition to any existing authority*, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration: *Provided*, That payments received therefor shall be credited to the appropriation charged with the cost thereof and shall remain available until expended: *Provided further*, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

SEC. 171. None of the funds available or appropriated in this Act shall be used by the United States Department of Transportation or the United States Maritime Administration to negotiate or otherwise execute, enter into, facilitate or perform fee-for-service contracts for vessel disposal, scrapping or recycling, unless there is no qualified domestic ship recycler that will pay any sum of money to purchase and scrap or recycle a vessel owned, operated or managed by the Maritime Administration or that is part of the National Defense Reserve Fleet: *Provided*, That such sales offers must be consistent with the solicitation and provide that the work will be performed in a timely manner at a facility qualified within the meaning of section 3502 of Public Law 106–398: *Provided further*, That nothing contained herein shall affect the Maritime Administration's authority to award contracts at least cost to the Federal Government and consistent with the requirements of 16 U.S.C. 5405(c), section 3502, or otherwise authorized under the Federal Acquisition Regulation. (*Department of Transportation Appropriations Act, 2015.*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2014 actual	2015 est.	2016 est.
Offsetting receipts from the public:			
069–309900 Miscellaneous Recoveries and Refunds, not Otherwise Classified	1	.....	.....
069–322000 All Other General Fund Proprietary Receipts Including Budget Clearing Accounts	16	.....	.....
069–272830 Maritime (title XI) Loan Program, Downward Reestimates of Subsidies	14	40	.....
069–276030 Downward Reestimates, Railroad Rehabilitation and Improvement Program	20	58	.....
069–276830 Transportation Infrastructure Finance and Innovation Program, Interest on Downward Reestimates	276	150	.....
069–085500 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Administrative Costs	1	1	1
General Fund Offsetting receipts from the public	328	249	1
Intragovernmental payments:			
069–388500 Undistributed Intragovernmental Payments and Receivables from Cancelled Accounts	1	.....	.....
General Fund Intragovernmental payments	1	.....	.....

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

SEC. 180. During the current fiscal year, applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901–5902).

SEC. 181. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 182. None of the funds in this Act shall be available for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transportation: *Provided*, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

SEC. 183. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) Notwithstanding subsection (a), the Secretary shall not withhold funds provided in this Act for any grantee if a State is in noncompliance with this provision.

SEC. 184. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account, the Federal Transit Administration's ["Technical Assistance and Training"] "Transit Research and Training" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 185. None of the funds in this Act to the Department of Transportation may be used to make a loan, loan guarantee, line of credit, or grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any project competitively selected to receive a discretionary grant award, any discretionary grant award, letter of intent, loan commitment, loan guarantee commitment, line of credit commitment, or full funding grant agreement totaling \$1,000,000 or more is announced by the department or its modal administrations from:

- (1) any discretionary grant or federal credit program of the Federal Highway Administration including the emergency relief program;
- (2) the airport improvement program of the Federal Aviation Administration;
- (3) any program of the Federal Railroad Administration;
- (4) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs;
- (5) any program of the Maritime Administration; or
- (6) any funding provided under the headings "National Infrastructure Investments" in this Act: *Provided*, That the Secretary gives concurrent notification to the House and Senate Committees on Appropriations for any "quick release" of funds from the emergency relief program: *Provided further*, That no notification shall involve funds that are not available for obligation.

SEC. 186. Rebates, refunds, incentive payments, minor fees and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated to elements of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.

SEC. 187. Amounts made available in this or any other Act that the Secretary determines represent improper payments by the Department of Transportation to a third-party contractor under a financial assistance award, which are recovered pursuant to law, shall be available—

- (1) to reimburse the actual expenses incurred by the Department of Transportation in recovering improper payments; and
- (2) to pay contractors for services provided in recovering improper payments or contractor support in the implementation of the Improper Payments Information Act of 2002: *Provided*, That amounts in excess of that required for paragraphs (1) and (2)—

(A) shall be credited to and merged with the appropriation from which the improper payments were made, and shall be available for the purposes and period for which such appropriations are available: *Provided further*, That where specific project or accounting information associated with the improper payment or payments is not readily available, the Secretary may credit an appropriate account, which shall be available for the purposes and period associated with the account so credited; or

(B) if no such appropriation remains available, shall be deposited in the Treasury as miscellaneous receipts: *Provided further*, That prior to the transfer of any such recovery to an appropriations account, the Secretary shall notify the House and Senate Committees on Appropriations of the amount and reasons for such transfer: *Provided further*, That for purposes of this section, the term

"improper payments" has the same meaning as that provided in section 2(d)(2) of Public Law 107–300.

SEC. 188. Notwithstanding any other provision of law, if any funds provided in or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, transmission of said reprogramming notice shall be provided solely to the Committees on Appropriations, and said reprogramming action shall be approved or denied solely by the Committees on Appropriations: *Provided*, That the Secretary may provide notice to other congressional committees of the action of the Committees on Appropriations on such reprogramming but not sooner than 30 days following the date on which the reprogramming action has been [approved or denied by] *transmitted to* the House and Senate Committees on Appropriations.

SEC. 189. None of the funds appropriated or otherwise made available under this Act may be used by the Surface Transportation Board of the Department of Transportation to charge or collect any filing fee for rate or practice complaints filed with the Board in an amount in excess of the amount authorized for district court civil suit filing fees under section 1914 of title 28, United States Code.

SEC. 190. Funds appropriated in this Act to the modal administrations may be obligated for the Office of the Secretary for the costs related to assessments or reimbursable agreements only when such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

SEC. 191. The Secretary of Transportation is authorized to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under section 7905 of title 5, United States Code, including distribution of transit benefits by various paper and electronic media. (*Department of Transportation Appropriations Act, 2015.*)

GENERAL PROVISIONS—THIS ACT

SEC. 401. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 402. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 403. The expenditure of any appropriation under this Act for any consulting service through a procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

[SEC. 404. (a) None of the funds made available in this Act may be obligated or expended for any employee training that—

- (1) does not meet identified needs for knowledge, skills, and abilities bearing directly upon the performance of official duties;
- (2) contains elements likely to induce high levels of emotional response or psychological stress in some participants;
- (3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluation;
- (4) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; or
- (5) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace.

(b) Nothing in this section shall prohibit, restrict, or otherwise preclude an agency from conducting training bearing directly upon the performance of official duties.]

SEC. [405] 404. (a) Except as otherwise provided in this Act, none of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year [2015] 2016, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that:

- (1) creates a new program;
- (2) eliminates a program, project, or activity;
- (3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress;
- (4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose;
- (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less;

(6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or

(7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement accompanying this Act, whichever is more detailed, unless [prior approval is received from] *notice is transmitted to* the House and Senate Committees on Appropriations: *Provided*, That not later than 60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committees on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: *Provided further*, That the report shall include:

(A) a table for each appropriation with a separate column to display the prior year enacted level, the President's budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level;

(B) a delineation in the table for each appropriation and its respective prior year enacted level by object class and program, project, and activity as detailed in the budget appendix for the respective appropriation; and

(C) an identification of items of special congressional interest: *Provided further*, That the amount appropriated or limited for salaries and expenses for an agency shall be reduced by \$100,000 per day for each day after the required date that the report has not been submitted to the Congress.]

(b) *Notwithstanding any other transfer restriction under this Act, not to exceed 10 percent of any appropriation made available for the current fiscal year for the Federal Aviation Administration by this Act or provided by previous appropriations Acts may be transferred between such appropriations for the Federal Aviation Administration, but no such appropriation except as otherwise specifically provided, shall be increased by more than 10 percent by any such transfer: Provided, That funds transferred under this section shall be treated as a reprogramming of funds under subsection (a) and shall not be available for obligation unless the Committees on Appropriations of the Senate and the House of Representatives are notified 15 days in advance of such transfer: Provided further, that any transfer from an amount made available for obligation as discretionary grants-in-aid for airports pursuant to section 47117(f) of title 49, United States Code shall be deemed as obligated for grants-in-aid for airports under part B of subtitle VII of title 49, United States Code for the purposes of complying with the limitation on incurring obligations in this appropriations Act or any other appropriations Act under the heading "Grants-in-Aid for Airports."*

SEC. [406] 405. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year [2015] 2016 from appropriations made available for salaries and expenses for fiscal year [2015] 2016 in this Act, shall remain available through September 30, [2016] 2017, for each such account for the purposes authorized: *Provided*, That a [request] *notice* shall be submitted to the House and Senate Committees on Appropriations [for approval] prior to the expenditure of such funds: *Provided further*, That these [requests] *notifications* shall be made in compliance with reprogramming guidelines under section [405] 404 of this Act.

SEC. [407] 406. No funds in this Act may be used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use: *Provided*, That for purposes of this section, public use shall not be construed to include economic development that primarily benefits private entities: *Provided further*, That any use of funds for mass transit, railroad, airport, seaport or highway projects, as well as utility projects which benefit or serve the general public (including energy-related, communication-related, water-related and wastewater-related infrastructure), other structures designated for use by the general public or which have other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or [brownfields] *brownfields* as defined in the Small Business Liability Relief and [Brownfield] *Brownfields* Revitalization Act (Public Law 107–118) shall be considered a public use for purposes of eminent domain.

[SEC. 408. All Federal agencies and departments that are funded under this Act shall issue a report to the House and Senate Committees on Appropriations on all sole-source contracts by no later than July 30, 2015. Such report shall include the contractor, the amount of the contract and the rationale for using a sole-source contract.]

SEC. [409] 407. None of the funds made available in this Act may be transferred to any department, agency, or instrumentality of the United States Government, except pursuant to a transfer made by, or transfer authority provided in, this Act or any other appropriations Act.

【SEC. 410. No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his or her period of active military or naval service, and has within 90 days after his or her release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his or her former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his or her former position and has not been restored thereto.】

SEC. 【411】408. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a—10c, popularly known as the "Buy American Act").

SEC. 【412】409. No funds appropriated or otherwise made available under this Act shall be made available to any person or entity that has been convicted of violating the Buy American Act (41 U.S.C. 10a—10c).

SEC. 【413】410. None of the funds made available in this Act may be used for first-class airline accommodations in contravention of sections 301–10.122 and 301–10.123 of title 41, Code of Federal Regulations.

【SEC. 414. None of the funds made available by this Act may be used in contravention of the 5th or 14th Amendment to the Constitution or title VI of the Civil Rights Act of 1964.】

【SEC. 415. (a) None of the funds made available by this Act may be used to approve a new foreign air carrier permit under sections 41301 through 41305 of title 49, United States Code, or exemption application under section 40109 of that title of an air carrier already holding an air operators certificate issued by a country that is party to the U.S.-E.U.-Iceland-Norway Air Transport Agreement where such approval would contravene United States law or Article 17 bis of the U.S.-E.U.-Iceland-Norway Air Transport Agreement.

(b) Nothing in this section shall prohibit, restrict or otherwise preclude the Secretary of Transportation from granting a foreign air carrier permit or an exemption to such an air carrier where such authorization is consistent with the U.S.-E.U.-Iceland-Norway Air Transport Agreement and United States law.】

【SEC. 416. None of the funds made available by this Act may be used to obligate or award funds for the National Highway Traffic Safety Administration's National Roadside Survey.】

【SEC. 417. None of the funds made available by this Act may be used to mandate global positioning system (GPS) tracking in private passenger motor vehicles without providing full and appropriate consideration of privacy concerns under 5 U.S.C. chapter 5, subchapter II.】

SEC. 【418】411. None of the funds made available in this Act may be used by the Federal Transit Administration to implement, administer, or enforce section 【18.36(c)(2) of title 49】 200.319(b) of title 2, Code of Federal Regulations, for construction hiring purposes.

SEC. 【419】412. None of the funds made available by this Act may be used to lease or purchase new light duty vehicles for any executive fleet, or for an agency's fleet inventory, except in accordance with Presidential Memorandum—Federal Fleet Performance, dated May 24, 2011.

【SEC. 420. It is the sense of the Congress that the Congress should not pass any legislation that authorizes spending cuts that would increase poverty in the United States.】

【SEC. 421. All agencies and departments funded by the Act shall send to Congress at the end of the fiscal year a report containing a complete inventory of the total number of vehicles owned, leased, permanently retired, and purchased during fiscal year 2015, as well as the total cost of the vehicle fleet, including maintenance, fuel, storage, purchasing, and leasing.】

【SEC. 422. None of the funds made available in this Act may be used to send or otherwise pay for the attendance of more than 50 employees of a single agency or department of the United States Government, who are stationed in the United States, at any single international conference unless the relevant Secretary reports to the Committees on Appropriations at least 5 days in advance that such attendance is important to the national interest: *Provided*, That for purposes of this section the term "international conference" shall mean a conference occurring outside of the United States attended by representatives of the United States Government and of foreign governments, international organizations, or nongovernmental organizations.】

【SEC. 423. (a) Any agency receiving funds made available in this Act, shall, subject to subsections (b) and (c), post on the public website of that agency any report required to be submitted by the Committee in this or any other Act, upon the determination by the head of the agency that it shall serve the national interest.

(ba) Subsection (a) shall not apply to a report if—

- (1) the public posting of the report compromises national security; or
- (2) the report contains proprietary information.

(cb) The head of the agency posting such report shall do so only after such report has been made available to the requesting Committee or Committees of Congress for no less than 45 days.】

【SEC. 424. Any Federal agency or department that is funded under this Act shall respond to any recommendation made to such agency or department by the Government Accountability Office in a timely manner.】 (*Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2015.*)

